

605

JULY 14, 1945

THE LIBRARY OF CONGRESS
SERIALS ACQUISITION

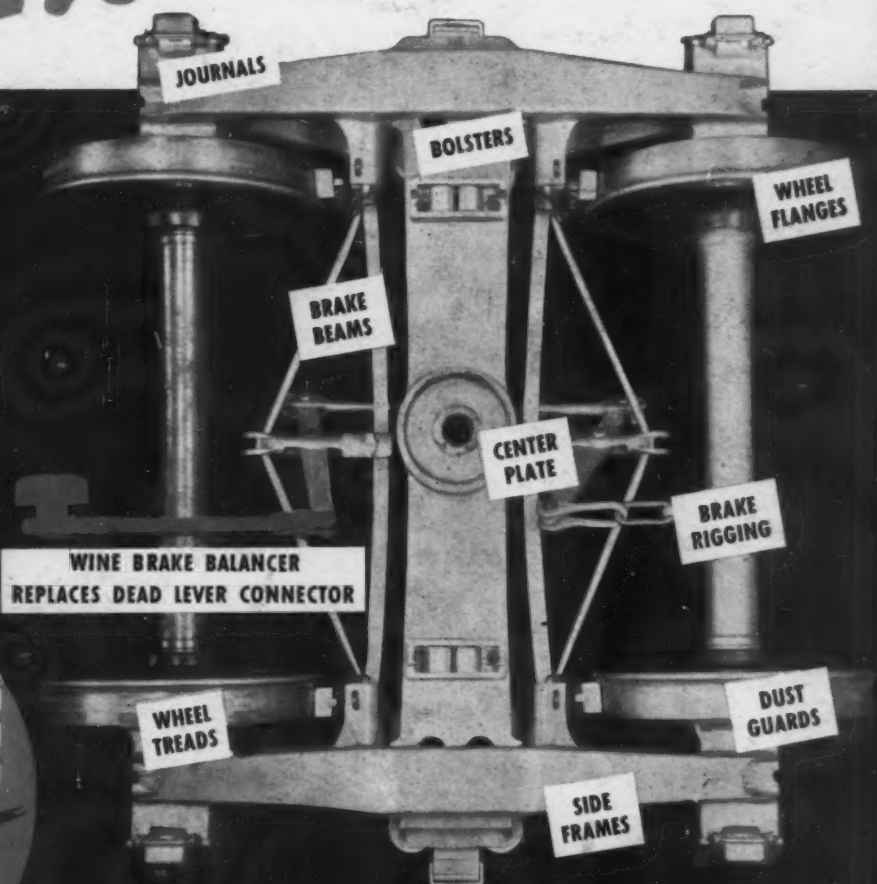
Railway Age

Founded in 1856

SAVE truck EXPENSE!

REDUCE WEAR
AT ALL FRICTION
POINTS ➡

Specify
WINE



BRAKE BALANCER

THE WINE RAILWAY APPLIANCE CO.,
TOLEDO 9, OHIO



When the Association of Manufacturers of Chilled Car Wheels adopted Association inspection, a threefold purpose was announced. It was "uniform specifications and uniform product in addition to uniform inspection". Each of these has been translated into an accomplished fact, thanks to the Association's insistence on high product quality as an essential condition of membership.

The same specifications are part of the code of practice to which every member manufacturer must adhere. The same increasingly high inspection standards are applied equally to the wheels of every member company. Seven rigid tests impartially and thoroughly carried out help to assure product uniformity.



ASSOCIATION OF MANUFACTURERS OF CHILLED CAR WHEELS

330 PARK AVENUE, NEW YORK 17, N. Y. • 445 NORTH SACRAMENTO BOULEVARD, CHICAGO 12, ILL.

Organized To Achieve: Uniform Specifications — Uniform Inspection — Uniform Product

Here's how readily Mayari R* forms



*"Mayari" rhymes with "fiery." The "R" is for "Rust Resisting." Mayari, in Cuba, was the source of the original natural alloy-bearing Mayari ore.

The illustration shows a test sample of Mayari R, Bethlehem's low-alloy, high-strength steel. Working of the sample was done by a concern that handles a great variety of forming and fabricating work, and wanted to give Mayari R a thorough trial. Here's the verdict:

"This sample was sheared, run through a Pittsburgh Lock Seaming Machine, edged, flattened and rolled. In all these operations, the material worked easily, and showed no signs of breaking down."

*"We believe that we can find many uses for Mayari R in products we make,"***

That gives you an idea of how readily sheets of Mayari R are formed. It also comes in strip, plates, bars and shapes, and in all forms it is readily fabricated under ordinary shop practices. It welds exceptionally well, too, by all the usual methods—and does not tend to air-harden, hence needs no heat treatment.

With Mayari R, then, you have shop costs comparable to those with mild carbon steel.

Its workability, combined with its superior strength and corrosion-resistance, makes Mayari R well worth thinking about for your postwar products. With a yield point nearly twice that of mild carbon steel, Mayari R makes possible stronger construction with lighter sections—possible reductions in deadweight up to 40 per cent. And you get high resistance to atmospheric corrosion—five to six times that of mild carbon, and two to four times that of copper-bearing steel.

**Name of the concern that made this test and report supplied on request.



Mayari R makes it lighter...stronger...longer lasting

OCTOBER 2, 1941 ♦



WE RENEW OUR PLEDGE

Two years ago, at the beginning of the present war with its uncertainties and threats to the future of all industry, this Company publicly pledged itself not to increase its selling prices.

On this, the second anniversary, we again publicly renew that pledge.

During the last two years we have not only kept the pledge previously made, but we have actually reduced our selling prices by more than 6% because of more efficient operation made possible by the marvelous cooperation and ability of our organization. This was accomplished in the face of rising labor and material costs, both of which have been increased by considerable amounts.

It is our belief that the only hope for the continuance of the present industrial system now threatened from within and without is in its ability to give more and more to the consumer for less and less of his dollar. This is the strength of American individual initiative. This is the hope of our country's future. If American industry can accomplish this universally, we need not fear dictators either at home or abroad.

THE LINCOLN ELECTRIC COMPANY

Cleveland, Ohio
October 2, 1941

J. F. Lincoln
President



STATEMENT OF POLICY

The world is entering a crisis, the result of which no one can foresee. Other wars have brought inflation, followed by unemployment and depression after peace was achieved. America's experience in the World War illustrates this fact.

Much of this post-war trouble would have been eliminated by a more foresighted price policy on the part of manufacturers and distributors. Price inflation by the seller when he had a dominant position resulted inevitably in reaction with deflation, depression and suffering. Many of those price increases were not warranted.

Before such an inflationary cycle of prices is again started, we publicly pledge ourselves, as far as possible, to maintain present prices.

Further, if the materials we buy are increased in price, or the cost of labor is increased, then we pledge ourselves to raise selling prices no more than the bare increase in cost of raw materials and labor going into our products.

Further, we pledge ourselves to pass on to our customers the reduction in cost made possible by better manufacturing methods, wider distribution and technical advances in production.

THE LINCOLN ELECTRIC COMPANY

Cleveland, Ohio
October 2, 1939

J. F. Lincoln
President

♦ OCTOBER 2, 1939



★ ★ OUR PLEDGE MAINTAINED ★ ★

On October 2, 1939, we announced the policy of "no increase in selling prices". A progress report made October 2, 1941, showed we actually had reduced prices by more than 6% during the period 1939 to 1941.

We have adhered to this policy of price reduction throughout the war years. Despite general increases in the costs of labor, materials and distribution . . . and despite governmental regulations . . . we have been able to maintain or reduce our prices throughout the entire period from 1939 to date.

This has been made possible by our incentive system . . . a method which, if it had been applied throughout industry, would have doubled America's output of war goods for a quicker Victory and would have cut the cost of the war by 50%.

America's future depends largely upon her *efficiency of production*. Our proved incentive system has in it the seeds of a satisfactory answer to the difficulties of this nature in industry.

THE LINCOLN ELECTRIC COMPANY

Cleveland 1, Ohio
May 7, 1945
Victory in Europe

J. F. Lincoln
President

GIVE 'EM ROOM

Millions
of fighters
**MUST
TRAVEL**



★ ★ ★ ★

"The transportation job in the first phase of the war has often been called a 'miracle.' The job ahead of us is even bigger.

"It is important that the public understand the situation and at once lend full cooperation in order that the burden may be minimized."

—PRESIDENT TRUMAN

★ ★ ★ ★

SOME are headed home for good—but millions more will stay only briefly before they go on to finish the job in the Pacific.

These fighters are now on the move—and this is the No. 1 reason why trains are so crowded these days.

If it comes to a choice between your taking a trip—and a returned soldier's getting to see his home folks before moving on to an embarkation point—we know you will

understand who deserves the right of way.

The railroads must continue to devote all their energies toward hastening final victory and the day when the boys can come back home for good.

We know that's the way you want it—and we count on your cooperation.



AMERICAN RAILROADS
ALL UNITED FOR VICTORY

SPARE-TIME BOOMERS

Suppose someone told you of a tiny, midget railroad—bright red, streamlined cars up-to-the-minute—that runs out of Grand Central Station in New York, up the Hudson and then up the Mohawk Valley to Buffalo, along blue Lake Erie to Cleveland.

From Cleveland it speeds southwest across the farmlands of Ohio, Indiana, and Illinois to St. Louis, rolls southward into the Kansas wheat fields, slices Oklahoma, and drops down to Texas past booming Dallas and Houston and on, finally, to San Antonio.

Sheer phantasy, you'd say.

Yet that's the mileage operated by America's 100,000 model railroaders, who have an investment in train and track that runs to \$10,000,000.

That's another tip-off on the appeal that railroading has for Americans—railroading as an idea, as something to stir the imagination and build dreams that break across far frontiers.

There are thousands—professional men, clerks, teachers, bankers—who never worked a day on a railroad but who ride the iron as spare-time boomers. They construct rolling stock, lay track, build trestles, paint pretty white-and-green stations, landscape trackside scenery.

Often they start with a single locomotive, a few cars, half a dozen lengths of track in basement or game-room. They rebuild and enlarge their railroads time and again, adding turntables, bridges, engine houses, and water towers. They move electric meters to provide space for a freight station, and cut holes in partitions to make tunnels. They have special stationery printed for their lines, which are smartly named and have full lists of officers and directors. They come to know railroad lore back to the wood-burning days.

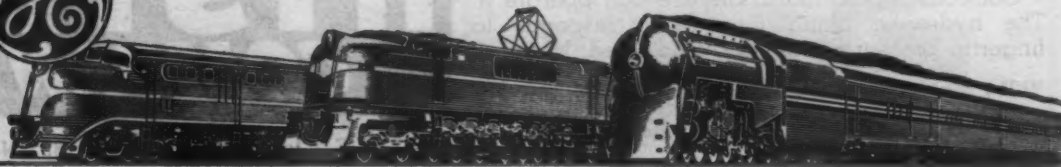
America is full of railroad hobbyists. Some build libraries on railroading, others compile locomotive picture albums, still others may save ticket or Pullman stubs. There are millions of others whose simple hobby is—they love to watch the trains go by!

Today they're watching more trains go by than ever before, cheering on U.S. railroads and railroaders in history's greatest job of war transport.

—The Trackwalker*

★ ★ ★

In one midwestern yard, 6 Alco-G.E. 1000-hp diesel-electrics are turning in more locomotive-work-hours than 14 steamers of comparable weight. The Alco-G.E. units get more work done, in less time, at lower cost.



AMERICAN LOCOMOTIVE • GENERAL ELECTRIC

Copr., 1946, American Locomotive Company and General Electric Company

*Reg. U.S. Pat. Off.

115-164-0000



**It's all in
the DAY'S
WORK**

to the HYSTER 20

Tricky loads present no problem to this versatile HYSTER Fork Lift Truck. The HYSTER 20 lifts, transports and unloads materials of all kinds, on bare forks or pallets, up to its capacity of one ton.

A handy little rig to have around, the HYSTER 20 is kept busy all day long on every sort of hauling job. It goes everywhere on its easy-riding, traction-gear pneumatic tires. Its streamlined compactness takes it through narrow aisles and crowded quarters. With trunnion steering, it turns in its own length.

Controls are standard; anyone can operate it. The hydraulic lifting mechanism responds to fingertip pressure; loads may be lifted, lowered,

tilted forward or backward while traveling if desired. And it tiers neat and high in storage. The HYSTER 20 travels equally well forward and reverse. Further details are covered in a new booklet. May we send it?

Other fork trucks in the complete HYSTER line handle loads to 15,000 pounds.

HYSTER COMPANY

2932 N. E. Clackamas
PORTLAND 8, OREGON

1832 North Adams
PEORIA 1, ILLINOIS

BRANCH OFFICES: 221 N. LaSalle St., Chicago 1, Ill.; 90 West St., New York 6, N. Y.; 1022 Denrike Bldg., Washington 5, D. C.; 233 Ninth St., San Francisco 3, Calif.; Masonic Bldg., New Orleans 12, La.; 2219 Fourth Avenue, Seattle 1, Wash.; 2700 Santa Fe Ave., Los Angeles 11, Calif.; 215 Euclid Ave., Cleveland 14, Ohio; 211 Farnsworth Bldg., Memphis 3, Tenn.

Pioneer manufacturers of mobile materials handling machines . . . Fork Lift Trucks, Crane Trucks and Straddle Trucks. All pneumatic tire mounted. All gasoline powered.

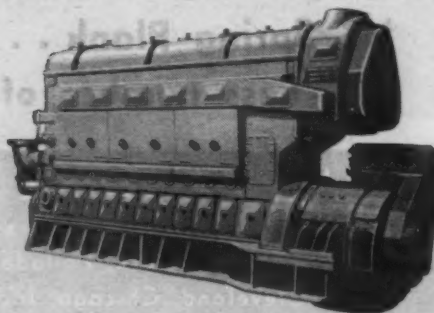
Tomorrow's **POWER** *Today!*



Fairbanks-Morse

A name worth remembering

It's the
Opposed-Piston Diesel
Locomotive by
FAIRBANKS-MORSE





When the production of railway passenger equipment can be resumed, Budd will inaugurate a new era in car building by transferring this division of the Company's activity to a magnificent new plant of large capacity and with every modern facility.

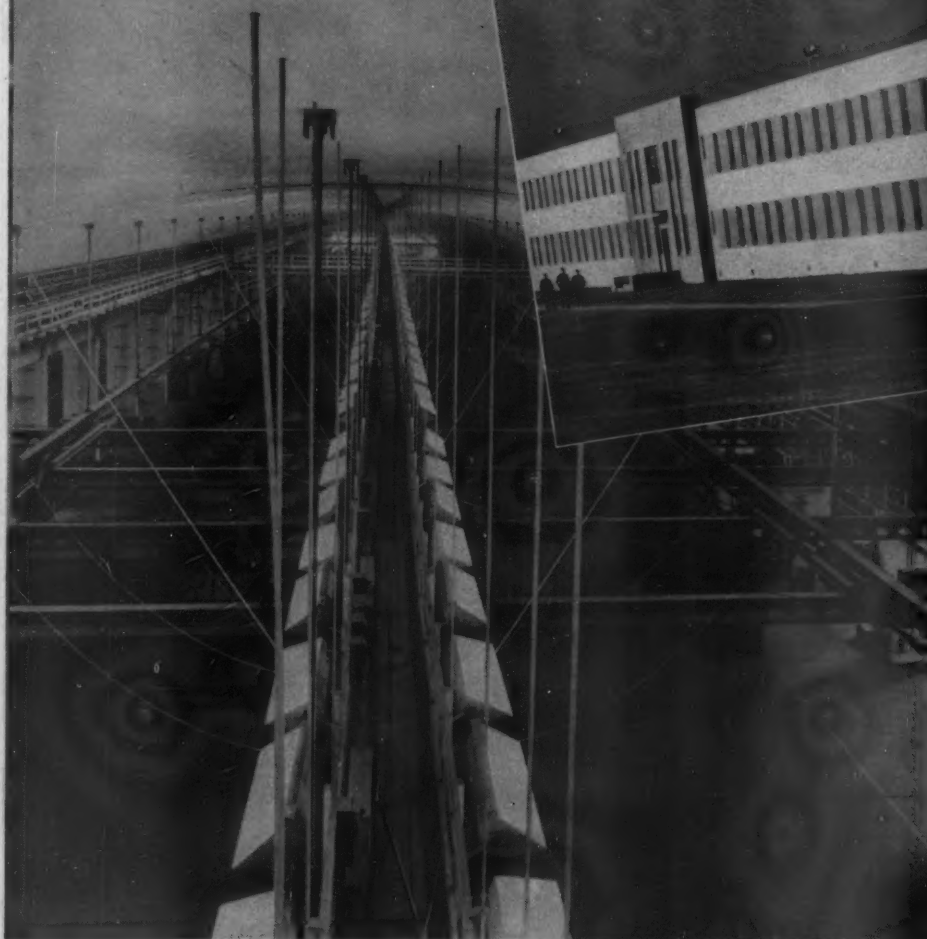
This new plant consists of a main assembly and manufacturing building, administration building, and power plant, with railroad sidings directly into the building. The main building covers an area of $24\frac{1}{2}$ acres on one floor and under one roof. Its location is on Red Lion Road, near Bustleton, in the outskirts of Philadelphia, a short distance from other Budd manufactur-



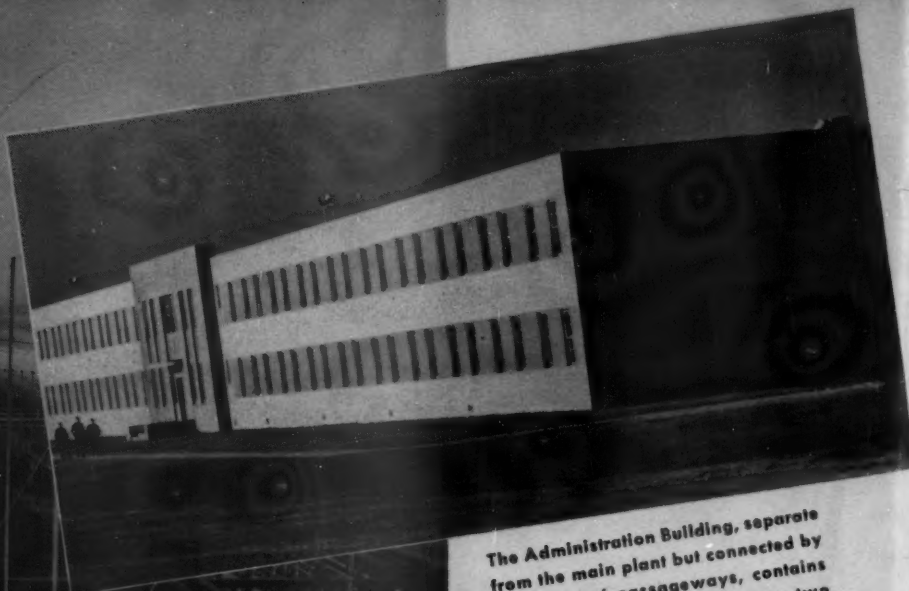
The photograph above shows the two 1800 foot assembly bays in the new plant. Two lines of railroad tracks will run the entire length of each bay.

ing plants on Hunting Park Avenue. For assembly operations, there are two main bays, each with clear space 122 feet wide and 1800 feet long, permitting a modern arrangement with ample room for assembling eighty cars in four lines at one time. Three smaller bays for housing sub-assembly lines and parts fabrication adjoin the main assembly lines.

The building is equipped with overhead cranes and has the latest type of lighting. All service facilities are complete, ready for operation, including electric power, water and gas which are delivered through service outlets conveniently located throughout the plant.



Paralleling the catwalk are rows of powerful lighting fixtures. Light is reflected from the white ceilings and diffused throughout the building without shadows.



The Administration Building, separate from the main plant but connected by underground passageways, contains 45,000 square feet of space on two floors. It houses administrative offices, personnel offices, medical department, cafeteria and central telephone exchange.



Main line railroad service is close by. Sidings enter the plant and storage yards.



EDWARD G. BUDD MANUFACTURING COMPANY
PHILADELPHIA

Detroit • New York • Chicago • St. Louis • San Francisco • Washington

Do You Remember this Advertisement in 1936?

AFTER 22 YEARS
—they rebuilt
the cars

BUILT 1914

BUILT 1936

—but used
the same

SCHAEFER CONNECTIONS

AMERICAN RAILROADS
AND OTHERS HAVE USED
TRUCKS IN THE FOLLOWING
COUNTRIES:

American Road Builders
The International Company
Baltimore & Annapolis
Baltimore & Annapolis
The International Company

In 1914, the Union Railroad built and equipped 700 gondolas
with the only Schaefer item then available—the offset type Schaefer
Truck Lever Connections—furnishing of the appliances as well
recognized today by all railroads.

In 1936, the railroad completely rebuilt the cars—rebuilt the
trucks to A. A. R. standards with new Schaefer Truck Levers,
Bucke Beam Hangers, War Protection Plans and Brake Shoe
Keys—but the old original Schaefer connections were in equally
good condition after 22 years' service that they were recognized as conform
to A. A. R. lines and re-applied—good for at least another decade.

If you are interested in foundation brake gear that has, specifically
SCHAEFER for all details. Visit Booth C-11 or write us.

SCHAEFER EQUIPMENT COMPANY
GENERAL OFFICE: KOPPERS BUILDING, PITTSBURGH, PA.

LOOK UP AND STIRUP TYPE BRAKE BEAM HANGERS... TRUCK CYLINDER AND FLOATING LEVERS
TRUCK LEVER CONNECTIONS... BRAKE ROD JOBS... WEAR PLATES... BRAKE SHOE KEYS



NOW WE ARE BRINGING IT UP TO DATE

When the original advertisement reproduced here appeared in 1936 the Union Railroad had just completed the rebuilding of 700 gondola cars, which when built in 1914, had been equipped with offset-type Schaefer Truck Lever Connections. By straightening the connections to conform to AAR standards, they were made to fit the rebuilt cars and were again put into service.

In 1936 so little wear was noted that we prophesied that they were good for at least another decade of use. A check-up in 1945 confirmed this fact—these connections are still in service after 31 years of use—a real tribute to the rugged strength and wearability of Schaefer Forged Steel Brake Appliances.



Write for New
Illustrated
Schaefer Catalog.

Schaefer

**EQUIPMENT
COMPANY**

KOPPERS BUILDING • PITTSBURGH, PA.

DROP-FORGED FOR LIGHT WEIGHT, HIGH STRENGTH, LONG LIFE AND SAFETY



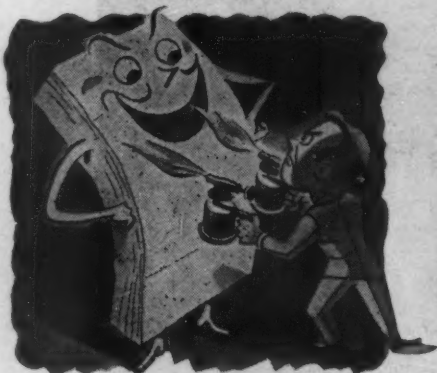
Relieves Load on Air Conditioning and Heating Equipment.



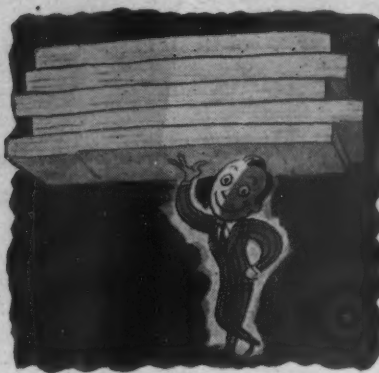
Excellent Acoustical Value—Reduces Noise.



Laughs at Father Time.



Fireproof—An Invaluable Safety Measure.



Extremely Light in Weight.



Glass Fibers Will Not Rot, Support Fungus Growth or Vermin. Do Not Absorb Moisture.

Fiberglas*

*Trademark Reg. U. S. Pat. Office

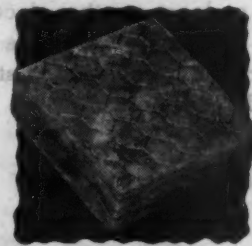
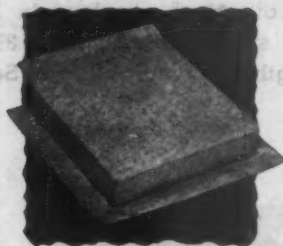
by Owens Corning Fiberglas Corp.

... GIVES YOU ALL THESE SUPERIOR ADVANTAGES PLUS!

Peacetime rail transportation will provide new heights in comfort to successfully meet the competition of other means of modern travel. Likewise, the shipment of perishable food-stuffs will be stepped up and refrigerator cars will be taxed with more and longer period food preservation. Tank cars must protect chemical and other liquid lading from damage caused by temperature variations.

Of major importance to designing such cars are perfected insulating materials. Recent advances in techniques and fabrications place Fiberglas Insulation further out in front as the answer to controlled temperature, comfort, cleanliness, and quietness...with minimum weight!

Fiberglas is available to builders of Railroad, Passenger, Refrigerator and Tank Cars. Specify Fiberglas for your cars... write for complete information.



Fiberglas is sold to Railroads and Car Builders exclusively by



GUSTIN-BACON MANUFACTURING CO.
KANSAS CITY 7, MISSOURI

New York Philadelphia Chicago Tulsa Houston Ft. Worth San Francisco



WHY DOESN'T IT KNOCK HIM DOWN?



Our Army's bazooka is the equal, in fire power, of a heavy field piece—yet it can be safely fired from a soldier's shoulder. Most of the force of the recoil is *traveled* back through the barrel and out of its open breech—only a comparatively slight jar is felt by the man holding the weapon.

MOVEMENT CUSHIONS THE SHOCK!

The same principle, in the Duryea Cushion Underframe gives you **SHOCKPROOF SHIPPING**.

The Duryea floating center sill *travels* every impact the entire length of the car, absorbing the shock in powerful steel cushion springs. Car and lading ride *over* the blow.

O. C. DURYEA CORPORATION

30 Rockefeller Plaza, New York 20, N.Y. - 135 S. LaSalle St., Chicago 3, Ill.

725 Fifteenth Street, N. W., Washington 5, D. C.



DURYEA *Cushion* UNDERFRAME FOR FREIGHT CARS

The Modern Safeguard For Shockproof Shipping

How the Duryea Cushion Underframe Contributes to Victory

PROTECTS car and lading, prolongs car life, cuts damage claims.

PERMITS higher handling speeds.

ELIMINATES gear replacements maintaining efficiency for life of car.

SAVES TIME loading and unloading. Needs less packing and bracing.

SAVES MONEY usually spent for maintenance on every part of car.

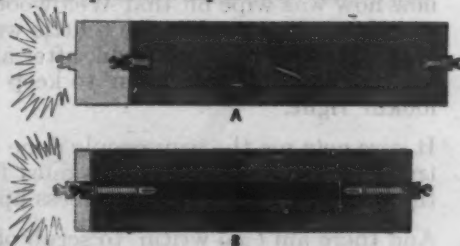
COMPLEMENTS air brake; Duryea cars withstand abrupt stops.

CUTS SLACK to pre-determined ideal.

COSTS NO MORE than conventional type, for average Duryea gear.

Here's what actually happens

... when two stationary freight cars receive the same impact, equivalent to a 50-ton car, loaded to capacity, coupling at a speed of 4 m.p.h.: **CONVENTIONAL**



CAR (A): Draft gear "goes solid," car receives almost entire impact.

DURYEA CAR (B): Shock absorbed by cushion gears, car and lading are comparatively undisturbed.

*"Ain't no handwritin'
on the walls now..."*

GUESS them fellas that wrote stuff on the walls here in my station thought it was funny . . . but it weren't no joke to me 'cause I hada scrub it off.

And you can sure bet I didn't do no cryin' when a while back the boss told me I needn't wash them old walls no more. Couldn't figure out where the ketch was, but then it came.

Boss sez for me to help unload some "sheets of plywood". Told me to pile 'em in the waitin' room. And Lordy! Was they some size. Musta been eight foot long and about half as wide.

Fancy-lookin' stuff, too . . . nice enough to make a piana out of. But, this carryin' and pilin' business sure made no sense to me . . . leastways not 'til three carpenter boys ambled in. Then things happened so fast I got tired just lookin'.

Yassah . . . them fellas jes' stood that plywood flat up against the old walls and nailed it on, one piece 'long-side another. They got the waitin' room practically half done before quittin' time, and a couple of days later you'd never think it was the same station. Looks like the classy hotel I used to work in.

They even took the miseries out of the benches and made the ticket windows look like somethin' besides monkey cages.

Wasn't a week more when the boss called me over where he was talkin' to a man about this plywood stuff. This fella called it "Weldwood Hardwood Plywood", said it was *real wood*, just like they got in the President's office.

Then he told me somethin' that was really somethin'. Said all I had to do to *keep* the place lookin' brand new now was wipe off that Weldwood every couple of months or so—maybe with a little wax, if I had it handy. Didn't make me mad, after all the years I'd scrubbed and mopped tryin' to keep this old station lookin' right.

It sure gets me the way people done quit throwin' trash all over the place. Folks must feel like I does . . . the station's too nice now to mess up.

And there ain't no writin' to scrub off now. Told my boss how glad I was. He said he guessed the big boss must've *read* the handwritin' on the walls. Don't know 'xactly what that meant, but they sure fixed the place up in a hurry.



*United States
Plywood Corporation*

New York, N. Y.



WED 9502

July 14, 1



States
Corporation
k, N. Y.

RAILWAY ACE

For Quality Castings . . .

Here's a

Million Volts

of proof

In a special section of PSF's laboratories, within thick concrete walls, one of the latest GE million-volt X-ray machines furnishes the final proof of the uniform soundness of PSF castings. It's a searching eye from which no defect is hidden, however deeply located. Used both as a special assurance on individual jobs, and as a running check on all production work, this modern "inspector" helps to hold all PSF output to consistently high standards. No matter what your casting requirements are, PSF's modern facilities can give you visible proof of quality—in advance!

47 YEARS OF STEEL CASTING KNOWLEDGE

Pittsburgh

STEEL FOUNDRY CORPORATION

GLASSPORT, PA.

Sales Offices: NEW YORK • PHILADELPHIA • WASHINGTON AND CHICAGO

W&D 9662

July 14, 1945

19

LINER WEAR .001 IN. after 157,076 miles!



Gruelling Rock Island Test Proves RPM DELO Oil Reduces Wear

With RPM DELO Diesel Engine Lubricating Oil in one of its "Rocket" Diesels, oil changes were eliminated, make-up oil added as required. Careful inspection at the end of 157,076 miles showed liners bright and clean and with only approximately one-third expected normal wear. Special inhibiting, detergent and peptizing properties of RPM DELO Oil also brought lowered oil consumption and cost, complete absence of hard or abrasive carbon formations, kept rings free, ports unclogged, entire engine assembly cleaner.

RPM DELO Oil will give you greater engine availability. Get full information from your RPM DELO Oil distributor, or write for details.



Write on your letterhead for free booklet on RPM DELO Oil to Standard of California, Dept. R-1, 225 Bush St., San Francisco 20, Calif., or California Commercial Co., 30 Rockefeller Plaza, New York 20, N. Y.

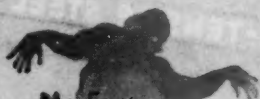
STANDARD OF CALIFORNIA

RPM DELO Oil has world-wide distribution under the names: RPM DELO, Caltex RPM DELO, Kyso RPM DELO, Signal RPM DELO, Imperial RPM DELO (CONCENTRATED)

DOUBLE Sealed

For No Fog . . No Film . . No Frost

New Edwards Dehydrated SASH Unit



**No Fog
No Film
No Frost**

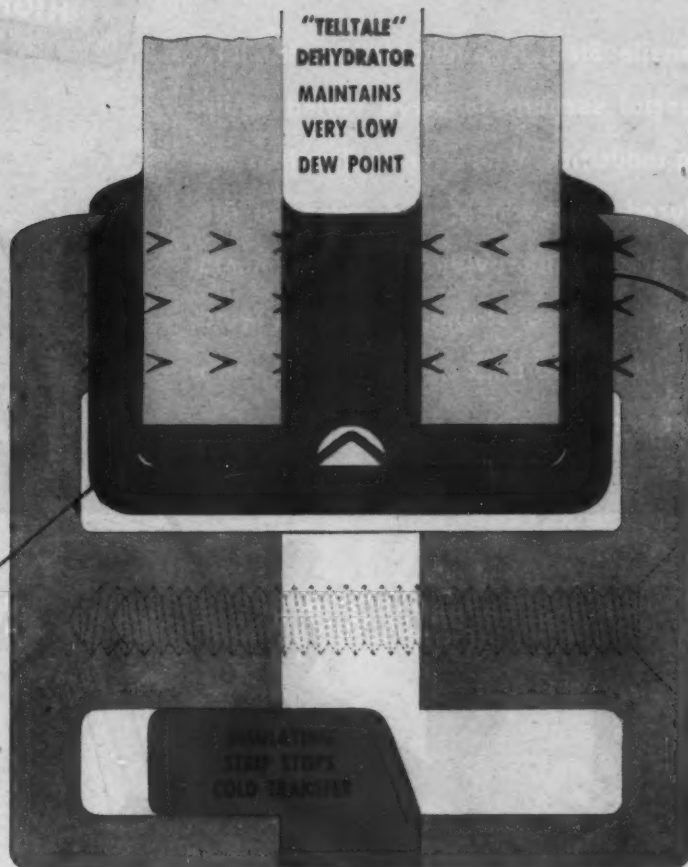
**COMPRESSION AREA
MAINTAINS EFFICIENT
OUTER AND INNER
SEAL**

**METAL FOIL
SEALING STRIP
STOPS INFILTRATION
OF WATER VAPOR
THROUGH RUBBER**

**"TELLTALE"
DEHYDRATOR
MAINTAINS
VERY LOW
DEW POINT**

**GLASS MOUNTED IN
FLEXIBLE RUBBER
CHANNEL**

**SCREWS TIGHTENED
TO PREDETERMINED
PRESSURE TO
PROVIDE PROPER
COMPRESSION,
AND TO TAKE UP
ALL VARIATIONS**



Incorporated in this newly designed and engineered Edwards postwar Sash Unit are these features:

NO FOG . . . Very low dew point, constantly maintained.

NO FILM . . No moisture to leave scum on inner glass surfaces.

NO FROST . Insulated — no outer to inner metal contact.

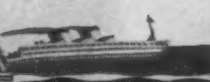
It will pay you to investigate the many advantages of this new and better Sash Unit, designed and ruggedly constructed to last for the life of the equipment. . . . For complete information, write to: The O. M. Edwards Company, Inc., Syracuse, New York.



Edwards Sash encloses pilot compartments on the world's largest bomber.

EDWARDS SASH

THE EYES OF TRANSPORTATION



SASH FOR EVERY TYPE OF TRANSPORTATION — ON LAND, ON THE SEAS, IN THE AIR

A GREAT STEEL FOR "STRUCTURALS IN MOTION"

N-A-X High-Tensile Steel is available in structural shapes and special sections to serve varied equipment-producing industries. Wherever applications can benefit by reduced dead-weight and extended life, N-A-X High-Tensile Steel provides the fundamental design advantages of great strength, excellent weldability, high resistance to impact, fatigue and corrosion, and exceptional "stability" of the metal.

N-A-X

HIGH-TENSILE STEEL

ANGLES

CHANNELS

I-BEAMS (*Standard and Wide Flange*)

BULB ANGLES

CAR-BUILDING AND
SHIPBUILDING SHAPES

CENTER SILLS

SPECIAL SECTIONS

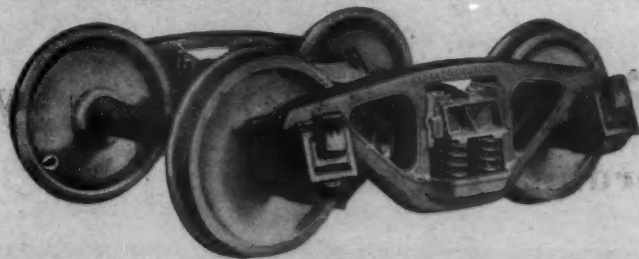


More than 50,000
closely charted miles
of performance testing
and over forty years of
design, development, and
production experience are
combined in the A.S.F.
Ride-Control Truck (A-3)*

MINT-MARK OF FINE CAST STEEL

*The modern truck for every
type of freight service at any
speed and under all loads.

A.S.F. Ride-Control TRUCK



LONG SPRING TRAVEL • CONSTANT FRICTION CONTROL

AMERICAN
STEEL
FOUNDRIES

CHICAGO

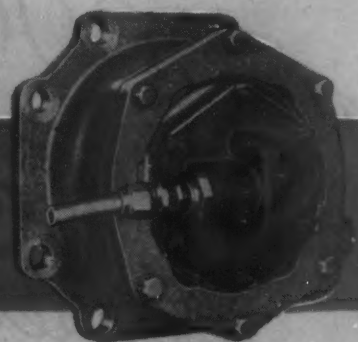
Undercover

Operation

On the

“AP”

Decelostat



SOFTENS THE BRAKE
WHEN WHEEL SLIP IMPENDS

Spring Cam

Rollers

Inertia Wheel

Pilot Valve

UNDER-THE-COVER inspection of the “AP” Decelostat reveals simplicity achieved by mechanical-pneumatic design. Greater operating reliability naturally stems from design simplification. All apparatus is confined to the truck — initial

installation is simplified, less costly. No connections required between truck and car body; maintenance is reduced to a minimum. These features are derived from mechanical-pneumatic design and add up to efficient, dependable wheel slip control.

Westinghouse Air Brake Company
Wilmerding, Pa.

Railway Age

With which are incorporated the Railway Review, the Railroad Gazette, and the Railway Age-Gazette. Name registered in U. S. Patent Office.

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manufacturing transportation

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The Week at a Glance

"STAGGERING PROFITS": The paper "Labor" continues its campaign to beguile railroad employees into believing that the railroads' financial position is unprecedentedly opulent. The leading editorial in this issue presents the figures to show that—in the eyes of investors—the railroads are just about one-third as good a risk as other industry. With all the talk about the railroads' "market leadership" their stocks are selling at an average discount of about 40 per cent below par. The railroads' competitive position—and hence their ability to offer plenteous employment at good wages, and to support pension payments—is jeopardized by the scanty supply of new capital for improvements forecast by the pessimistic estimate placed by investors on the value of railroad stocks. Employees cannot act realistically in their own interest in their dealings with the railroads if they are misled into the belief that the carriers' access to needed capital is easy when, as a matter of fact, it is not.

WHAT RAILROAD Y DOES: Each 24 hours 50,000 railroad men enter the 180 branches of the Railroad Y. M. C. A. in this country—where they come for food, rest, diversion, or to take part in the many activities sponsored by this organization. A succinct and factual summary of the Association's work on the railroads is given in an article in this issue by G. R. Roper, general secretary of the Railroad Y. Besides its extensive hotel activities, usually at places where they are badly needed, the Y affords a multitude of educational and recreational facilities—and plays a leading part in relating railroad men to civic and religious affairs and to community activities. The work of the Association is 80 per cent self-supporting, the remaining 20 per cent being provided by the railroads—and it is an independent organization, dominated neither by managements nor unions, but serving in many ways to bring both of them together in their common interests on a basis of "at least a measure of Christian ethics."

PULLMANS FOR SOLDIERS: The kind of popular publicity which has been issued during the past ten days—telling of returning troops being moved long distances in badly-crowded coaches—gives some measure of the public relations job that the Army has put up to the railroads, a question which receives further examination in an editorial herein. Two-thirds of the long-haul movements of Europe-bound troops were provided with sleeping cars—but these movements were stretched out over three years, and now the same number of troops has to be handled in the opposite direction in the space of a few months. The top officials of the War Department knew that this movement was coming and they also knew what the supply of sleeping cars was, and they did nothing to improve it; and now, with a quality of chivalry scarcely in keeping with the military tradition, they pass the buck to the railroads. For a sample of the degree of appreciation accorded by the top drawer of the War Department to the railroads

for their almost superhuman performance, turn to page 69 herein and read Assistant War Secretary Patterson's observations on travel accommodations for soldiers. The Army has able transportation officers who fully appreciate transportation problems and performance, but its top civilian officialdom is obviously innocent of such understanding.

SLEEPERS BANISHED: The O. D. T. order banning sleeping cars on regular runs of 450 miles or less is reviewed in detail in the news pages—with a listing of some of the most important sleeping-car services which are thus eliminated. Some of the railroads, our report indicates, are providing reserved-seat coaches or parlor cars to replace the sleepers. As Assistant War Secretary Patterson explains, "The War Department . . . has insisted that troops carried on long trips be given suitable accommodations in sleepers or Pullmans," but he does not explain what provision the War Department has made to provide for the existence of the type of equipment he "insists upon." When the Department "insisted" that the manufacturing industry provide it with guns and tanks, it also allocated to the industry the materials and the labor requisite to producing what the Department "insisted" upon.

INSTRUCTION CAR: The Western Maryland has a car equipped to instruct employees in the operation of air brakes and mechanical devices on steam and on Diesel locomotives; and to teach the essentials of fuel conservation, water treatment, signaling, and safety. Moving about the system, the car is housing classes, both for the education of new employees and to provide "refresher" courses for old employees. The equipment and operation of this car are described in an illustrated article in this issue.

FUEL ON WHEELS: Pending final determination of the runs on which Diesel locomotives can be used to best advantage, the New York Central has saved itself the outlay for permanent fuel stations, which might later prove to be poorly located, by providing mobile Diesel fueling units—complete with fuel tanks, pumps, and fuel hose. These units are described in an illustrated article in this issue.

PERE MARQUETTE C. T. C.: A difficult 33-mile single-track section of the Pere Marquette between Grandville, Mich., and Fennville has been equipped with centralized traffic control. An illustrated article in this issue tells how this innovation has improved operations on this segment, which has 15 trains in each direction daily (bunched at times), relatively heavy grades with pusher service, and numerous switching operations.

TRANSPORT INVESTIGATION: A subcommittee of the House Interstate Commerce Committee will undertake a comprehensive investigation of transportation conditions and problems. At the outset, at least, no public hearings are contemplated by the inquirers.

WHY FUTURE IS CLOUDY: At the end of World War I doubts about the future of the railroads centered in the fear that they would be unable to handle the traffic offered. By contrast today, misgivings as to the carriers' future are wholly political, viz.: (1) Will the politicians let business and industry make the profits without which incentive they cannot provide remunerative traffic levels for the railroads, and (2) will the railroads have more traffic syphoned away by socialized facilities given to their rivals at the taxpayers' expense. Thus the editor of this paper analyzed the railroads' outlook in a recent address, published in this issue, to financial and accounting officers in Chicago. The only alternative to further deterioration of our country in the direction of Nazism and Communism (which, at bottom, are identical) is popular education in the necessity for business profits and in the danger of further government encroachments into the realm of economic enterprise.

FOOD FOR PASSENGERS: Conditions in dining car departments cannot hope to achieve anything like full correction until the war ends—but railroad resourcefulness can make them better than they are. An editorial cites as one example the initiative of the Burlington in renting a large poultry farm as a means of improving its supply of unrationed meat. Other railroads are making efforts to arouse the interest of employees by challenging their pride in a job well done. Plenty of these employees are showing this spirit on their own initiative, and greater official recognition of such performance might serve to increase its prevalence.

C. I. O. WINS ON SANTA FE: A C. I. O. union has won a collective bargaining election over the Brotherhood of Maintenance of Way Employees on the Santa Fe, the vote (conducted by the National Mediation Board) being 6,100 to 5,020. Officers of the victorious C. I. O. union called attention to a similar election soon to be held among shop craft employees of the P. R. R. in which the C. I. O. is also a contender.

GRAIN SITUATION: In the first half of 1945 the railroads carried more grain and grain products than in any previous similar period in their history. In making this announcement, O. D. T. Director Johnson, as reported in our news pages, added that the performance was "a great tribute" to the railroads in view of the shortage of box cars and the dislocations resulting from "last winter's unprecedented weather." Grain in storage at the end of June was somewhat less than a year ago, and there was "practically no grain on the ground" at the beginning of the current month. In the last week in June, grain loadings exceeded by 6.5 per cent those of the corresponding week last year. In our news pages also is reviewed the periodic report of Chairman Kendall of the Car Service Division, revealing a continuing tightness in most classes of freight cars with no early let-up predicted.

CABLE LIFE "PRE-VIEWED" BY YEARS OF EXPOSURE

Okonite's Proving Ground Duplicates Actual Operating Conditions

All kinds of weather and four kinds of soil provide thoroughgoing performance "pre-views" at the cable proving ground at The Okonite Company's Passaic, New Jersey plant.

About to start its ninth year of carefully-recorded cable service studies, this unique *outdoor laboratory* is dedicated to evaluating the useful life of all types of insulation both above and below ground under all severe operating conditions. Believing that time and time alone is the only true means of determining what a cable will do, Okonite engineers put principle into practice with the realistic creation of actual service conditions rather than artificial "accelerated aging."

Buried directly in various types of earth, pulled into conduit or installed overhead — network, control, primary distribution and portable power cables are constantly operating under controlled conditions of temperature, voltage and loading.

At specified intervals they are taken up, sections cut from the cable and detailed tests conducted under the independent supervision of The Electrical Testing Laboratories.

Test Conditions

Cables under test are installed in four concrete troughs, each 50 ft. long by 4 ft. wide and 4 ft. deep. These troughs, open at the bottom, are each filled with a different type of soil:

1. Top soil saturated with corrosive water from a manhole.
2. Soil with a layer of manure over the cables to simulate conditions of decaying organic matter.
3. A mixture of 99 lb. of sand and 1 lb. of lime which is subjected to a periodic pH test and maintained highly alkaline.
4. Soft-coal cinders regularly wet with a sulphuric acid solution to render them positively acid. Given a regular pH test and acidity maintained.

Cables in each trough are in two layers. Spacing of cables was selected to allow control and signal cables to be slightly warmed by network cables which are subjected to current loading. The majority of cables are buried between 30 in. and 36 in. deep.

Buried Since 1937

Four main types of cables are installed in the troughs in the proving ground.

1. Network cables. Nine cables representing all constructions, including fibrous and rubber covered; 250,000 circ. mil. single-conductor, insulated for 600 volts, operating at 120 volts and loaded in cycles nine hours a day, five days a week, to give a copper temperature of approximately 60 deg. C. Network cables in all troughs are in series across 120 volts.

2. Control cables. Eleven seven-conductor, rubber insulated cables with various types of metallic and non-metallic sheaths in each trough energized at 120 volts but not loaded.

3. Underground primary distribution ca-

ble. Four different commonly-used types of 5-kv. non-metallic sheath cable in each trough energized at 7.6-kv. but not loaded. Each trough contains 50-ft. lengths of each type of cable.

4. Portable high-voltage cable. Two types, shielded and non-shielded, 12.5-kv. three-conductor, dredge or shovel cables run at random in the yard on the top of the ground and moved each week. Two types are connected in series and ends connected to 12.5-kv. busbars.

In addition to the underground cables, two 30-ft. poles have been erected carrying more than a dozen types of insulated aerial cable and line and tree wire energized at 7.6-kv. from the busbar structure. Interconnecting these overhead "circuits" are three conduit risers on each pole containing four test cables each.

As tests are tabulated, valuable trends have already been disclosed. While eight years are too short for final conclusions, proving-ground results have indicated significant tendencies. For example, in the case of exposed cables, Okonite-Okoprene (Patent 2,312,058) is showing to advantage over the fibrous type of rubber insulated cable which has suffered braid deterioration, tape erosion and corona cutting.

This is but one instance — one forerunner of benefits to come. As time goes on and more and more facts accumulate, Okonite engineers will be guided to a greater degree by this recorded test data, and will pass along greater service-life knowledge in the form of improved electrical wires and cables. The Okonite Company, Passaic, New Jersey.



1938

Underground portion of proving ground at end of first full year of operation.



1945

Cables are periodically exhumed, sections removed, ends sealed for reburial.

OKONITE



insulated wires and cables



4124

RAILWAY AGE

The Railroads' "Staggering Profits"

The statement could be made with literal truth that the European continent is now at peace. Such an assertion would not convey an image of general well-being to anyone who had closely followed the news of what has happened there in the six years which preceded the first week of May, 1945. But a Rip Van Winkle just in from the hills would get no adequate notion whatever of actual trans-Atlantic conditions from the simple declaration that peace reigns over there.

Similarly with reports of present railroad "prosperity" and "market leadership"—these do not deceive anyone who has followed railroad earnings and stock prices closely and objectively for the past twenty years. "Prosperity" and the market's estimate of the railroads' attractiveness to investment funds have improved since the late 'Thirties—but nobody in possession of common sense and the comparative figures would conclude from such facts—that the railroads no longer face a grave problem in securing an adequate supply of capital. To emphasize present railroad "prosperity" to an audience ignorant of the relationships which must qualify that characterization is to practice deception.

The publication "Labor" is silent about railroad earnings figures and stock market prices when they are depressed and declining, but it sensationalizes favorable news whenever it occurs. Without making patent misstatements of fact, it succeeds in giving the impression to those who have no other source of information that

the railroads are practically rolling in wealth and that investors are clamoring to pour their savings into the industry.

The Patient Is Better But Not Recovered

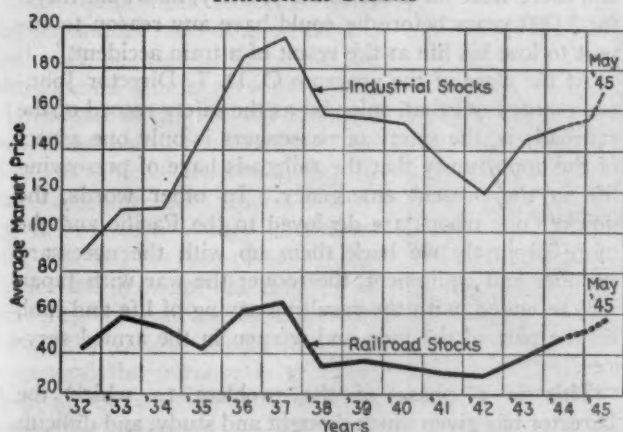
In its June 30 issue "Labor" reported that the railroads are making "staggering profits" and that railroad securities are "leading the tremendous advance which is just now sweeping the stock market." Such declarations are not literally devoid of truth—if considered only in relation to the earnings and prices of railroad securities in the middle and late 'Thirties, but "Labor" is careful not to remind its readers of this limited relationship. Europe is "at peace" now and it was "at peace" prior to August, 1939, but the peace of six years ago, unlike the present one, included no problems of wholesale loss of life and property and general malnutrition. Europe is better off now than it was just prior to May, 1945, and the railroads are better off than they were in the late 'Thirties—but only a fool or a dissembler would seek thereby to prove that either one, in relation to normal standards, is now thriving.

The self-interest of railroad employees in railroad earnings lies in the adequacy of the capital supply available to the railroads. If the railroads are denied an easy and sufficient supply of capital, the industry will be weakened competitively and thereby decline in its power to provide security of employment and generous wages and pensions. The best gage of the attractiveness of the railroads to investors is the market price of railroad stocks. The average prices of these securities in the years since the bottom of the depression in 1932 are shown in the accompanying chart. Contrary to the reports that railroad stocks are "leading the market" the chart shows that these securities have recently been selling at an average discount of about 40 per cent under par value. The "spread" in the preference of investors for industrial stocks rather than railroad stocks was 50 points in 1932 and in May, 1945, it was 111 points.

Employees' Interest in Healthy Railroads

It is a legitimate function of such a special-pleading paper as "Labor" to advise railroad employees how they may maximize their tapping of the railroads' till—but it is a poor counselor who induces his client to believe that the resources being tapped are richer than

Dow-Jones Prices of Railroad and Industrial Stocks



Prices Plotted Are Yearly Highs, 1932-44, and Monthly Highs in 1945

they are in fact, thus encouraging exactions so large as to reduce the continued vitality and productivity of the income source. Our acquaintance among railway employees convinces us that most of them look upon the railroads as they would a farm—from which they seek the highest possible yearly income, but not one obtained by the exhaustion of fertility, leading to a future of low production. The editors of "Labor," on the contrary, are clearly not concerned with preserving the job-providing power of the railroads, as is evidenced addi-

tionally by their support of such power and navigation projects as T. V. A., calculated to destroy railroad jobs both by curtailing the use of railroad-hauled coal and by encouraging barge transportation. Railroad employees who are looking for the real facts of the railroads' situation would do well to pass by the glamourized reports in "Labor" and to turn instead to the thoughtful article by George M. Harrison in the current "Railway Clerk," which was published also in last week's *Railway Age*, page 9.

Pullmans for the Veterans

When the troops who have successfully concluded the European phase of the war were in training and en route to ports for movement abroad, they were provided with Pullman cars for approximately 66 per cent of their railroad travel. The opinion was often expressed that the railroads would gain widespread esteem by their provision of the best possible travel facilities for these troops.

Whether or not this belief was justified, it is presently true that returning troops are not on the average being moved in cars equal in comfort to those provided for them when they were headed for battle; and the correction of this situation as far as is possible is the reason for the O. D. T. order eliminating sleeping car service on regular trains for runs under 450 miles in length. Although the Army's official requirements for troop movements have not been relaxed with regard to the type of equipment required for long-haul journeys, it has not been possible to meet these requirements in full. Solid coach trains have been moving daily from the staging areas near the Atlantic ports of debarkation, destined for reception centers in the Southwest, the mountain states and the Pacific coast area.

Men who received great consideration when bound for war naturally resent the fact that, with their job done, they are herded into coaches for train movements involving travel of from 48 to 120 hours. It is hard for them to understand why it should be so, and it is probably inevitable that they blame the railroads. There isn't much that the railroads can do beyond obeying the O. D. T. order in curtailing sleeping car service in order that they may furnish to returning veterans an increased ratio of accommodations equivalent to those which they had on the outbound movement—but what more the railroads can do should be done, not only for reasons of patriotism, but for the preservation of good will toward the industry. There are more than four million men involved, and four million men with their respective families and friends represent a volume of public opinion which the railroads cannot afford to antagonize.

It was reported not long ago in the daily papers that a large body of troops in Europe was given the choice of returning home quickly in badly-crowded ships or of delaying their homeward journey to avoid crowding on shipboard—and the soldiers chose to overcrowd the

ships. The concentration of the inbound troop movement into so short a period of time is also, of course, the reason for the lack of sufficient sleeping cars to accommodate all the long hauls. This explanation should be given to troops forced to travel long distances in day coaches—but let's not deceive ourselves into believing that such an explanation will register with most of the men. However truthfully and tactfully the facts are presented, many of these men are going to be impressed only by the recollection that they rated Pullmans when they were on their way to risk their lives, and only day coaches when they returned from their dangerous duties. The realization of this fact should reconcile railroad men to the curtailment of sleeping car service on regular runs to the very minimum.

Railroad Safety Goal

Two very definite and outstanding impressions were made by the ceremonies attendant upon the presentation of the E. H. Harriman Memorial Safety Medals for 1944 (*Railway Age*, June 30, page 1141). Judge R. V. Fletcher, in summing up the progress made in railway safety over the past three decades, dramatically pictured the relative safety of a traveler on a railroad train and in his home, greatly to the advantage of safety on the train. On the basis of the safety record made on the railroads in the three war years—1942, 1943 and 1944—Judge Fletcher pointed out that "if a man were to get on an ordinary train in the United States and travel at the rate of 50 miles an hour for 24 hours each day, and there were no break in his journey, he would travel for 1,000 years before he could have any reason to expect to lose his life as the result of a train accident."

At the close of the program O. D. T. Director Johnson pointed out that, splendid as the safety record of the railroads is, the safety of passengers is only one aspect of the opportunity that the railroads have of preserving life in the present emergency. In other words, the quicker our troops are deployed to the Pacific and the more promptly we back them up with the necessary supplies and equipment, the sooner the war with Japan will be ended, with the resulting saving of life and limb on the part of the men and women in the armed services.

This is a phase of the problem to which the Director has given much thought and study, and difficult as the task may be, he feels that the railroads must per-

form an even more stupendous task than they have already done. He admits frankly that it just can't be accomplished on the basis of any calculations that can be made on paper, but insists that through superhuman efforts the railroads and other carriers must still further increase their efficiency and stretch their capacity.

It is impossible to estimate with any exactitude the vast practical benefits derived from the Harriman Safety Awards which have been made 26 times since the year 1913. In a most effective way they have focused attention upon the importance of safety on the railroads, and have stimulated many accident prevention and safety campaigns. As Judge Fletcher pointed out, however, we must not be satisfied with the present performances, good as they appear to be, but must constantly strive for still greater safety in railroad operation.

Better Dining Service

Dining car departments of the railways have suffered relatively more from shortages of man-power and materials than any other department. In the first place, there were not nearly enough dining cars to serve the vast and suddenly increased volume of passenger traffic. Secondly, food rationing has been particularly severe for dining cars, and obtaining edibles for them has become increasingly difficult.

Dining car employees were given no preferential status whatever by Selective Service and the inroads of the draft, and the attraction of higher wages in war plants, caused a severe shortage of help. Moreover employees, including stewards, came to be in such demand that it was difficult to maintain proper discipline. For example, one steward who was discharged from one railway for a flagrant rule violation on one day went out on the run on another railway the following day.

Admitting all these handicaps, an attempt to improve dining car conditions is still needed. The experience of some railways shows that such effort is not altogether hopeless. For example, the Chicago, Burlington & Quincy has rented a chicken farm near Lincoln, Neb., and the annual yield of some 30,000 fowl will be used entirely on the Burlington's dining cars to supply a large part of the 100,000 chickens served to patrons annually. The Missouri Pacific is conducting a series of conferences among its dining car and commissary employees with the dual purpose of improving service and reducing the number of accidents. These meetings are addressed by various supervisors, but in general the purpose is to bring about an exchange of fruitful ideas among the employees.

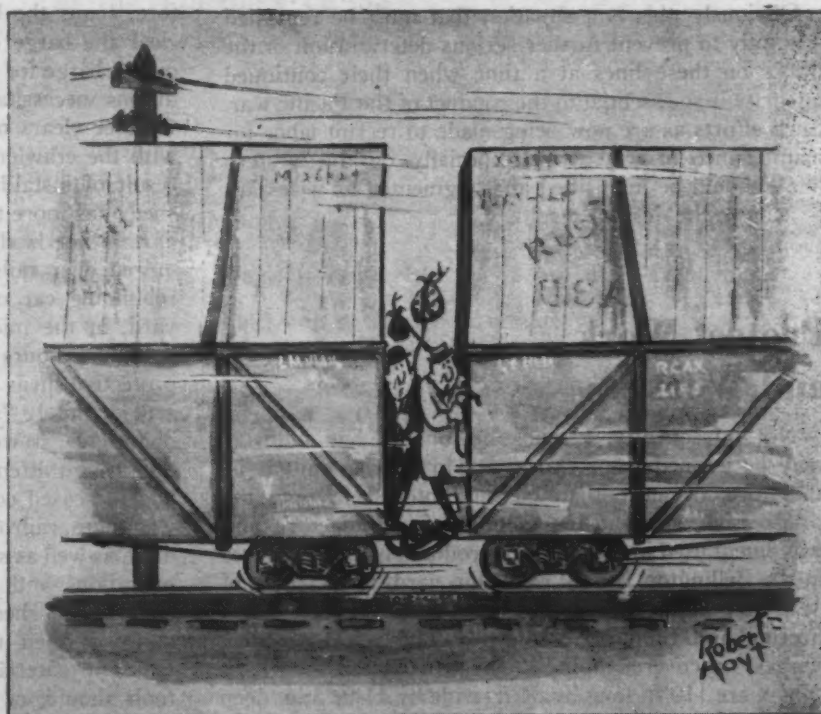
Excellent service, such as the rail-

ways would like to render, is manifestly impossible under present conditions, but there is no reason why palliative measures should not be taken to improve the service; and resourcefulness will suggest many such expedients, some of which will undoubtedly prove productive.

Wanted: Track Workers

The railroads whose lines form the transcontinental routes westward from Chicago to the Pacific coast are confronted with a task in mass transportation that, by any standard of measurement, is of immense proportions. Prior to the end of the war in Europe the bulk of the country's production for war moved eastward to the Atlantic seaboard. Incident to the great task of shifting troops and materials to the Pacific, the eastward movement has, in a manner of speaking, been turned back on itself and, in flowing westward to the Pacific, has been superimposed on a traffic load that was already placing a heavy strain on the western transcontinental lines.

For handling the movement of traffic to the west coast there are only seven principal railroad routes. It is not too much to say that the success of the "redeployment" plan of the armed forces depends on the ability of these routes to shoulder the burden and to carry it without faltering. The capacity to do this is composed of many elements of which one of the most important is the integrity of the track structures on the various lines. Generally speaking, the main-line tracks of the western railroads are somewhat lighter in construction, measured by the weight of the rails used, than those of the railroads in the more highly industrialized East; yet the



"Ain't it a shame the way they're overloading the railroads these days?"

load that they are now being asked to carry is one that would place a strain on the heaviest and strongest track in the country. And this load is coming at a time when the tracks have already suffered from the effects of several years of record traffic, combined with an insufficiency of man-power and materials for replacement purposes.

It is plain, therefore, that failure to heed the pleas of the maintenance-of-way departments for the labor and materials needed to keep the tracks in a condition adequate to the special situation that is now developing could lead to serious consequences. That the plight of the western lines is recognized in high quarters is indicated by the several measures that have been placed in effect recently to ease the man-power situation on them. These, however, will have little, if any, effect in helping to relieve the critical shortage of labor that now prevails in maintenance-of-way work—a shortage that must be at least partially alleviated if these roads are to complete the record programs of maintenance work that they believe are essential this year to prepare their properties for the test to come.

With the help of the Railroad Retirement Board and the United States Employment Service, the western lines are making strenuous efforts to fill the gaps in their maintenance forces. These efforts, however, have been only partly successful. This is shown by the fact that, as of May 31, the lines comprising the principal trans-continental routes had unfilled orders on file with the Railroad Retirement Board for a total of nearly 14,000 section and extra-gang laborers. When translated into terms of individual situations this figure means that many extra gangs are operating with only 50 per cent or less of the number of men required for full efficiency and performance, and that there is many a section gang on which the foreman is the sole remaining employee.

Obviously, this is a situation that must be remedied promptly to prevent further serious deterioration of the tracks on these lines at a time when their continued integrity is so essential to the conduct of the Pacific war. Such efforts as are now being made to recruit labor for maintenance of way work, especially on the western lines, should be intensified and augmented as necessary to achieve the desired results.

Protect Work and Workers

Not infrequently, valuable lessons in one industry may be learned from experience in another and it is, therefore, of more than passing interest to note the progressive, straight-line method of manufacture and equipment used in the quantity production of steel barges at the Bellington Iron Works ship yard, in the State of Washington, as described in the April "Marine Engineering and Shipping Review." These 500-ton steel barges, or covered lighters, constructed for the U. S. Navy, are 110 ft. long by 34 ft. wide by 11 ft. 3 in. deep at the sides, or substantially larger than railway cars, but the same principles of straight-line construction, efficient material handling and adequate protection of

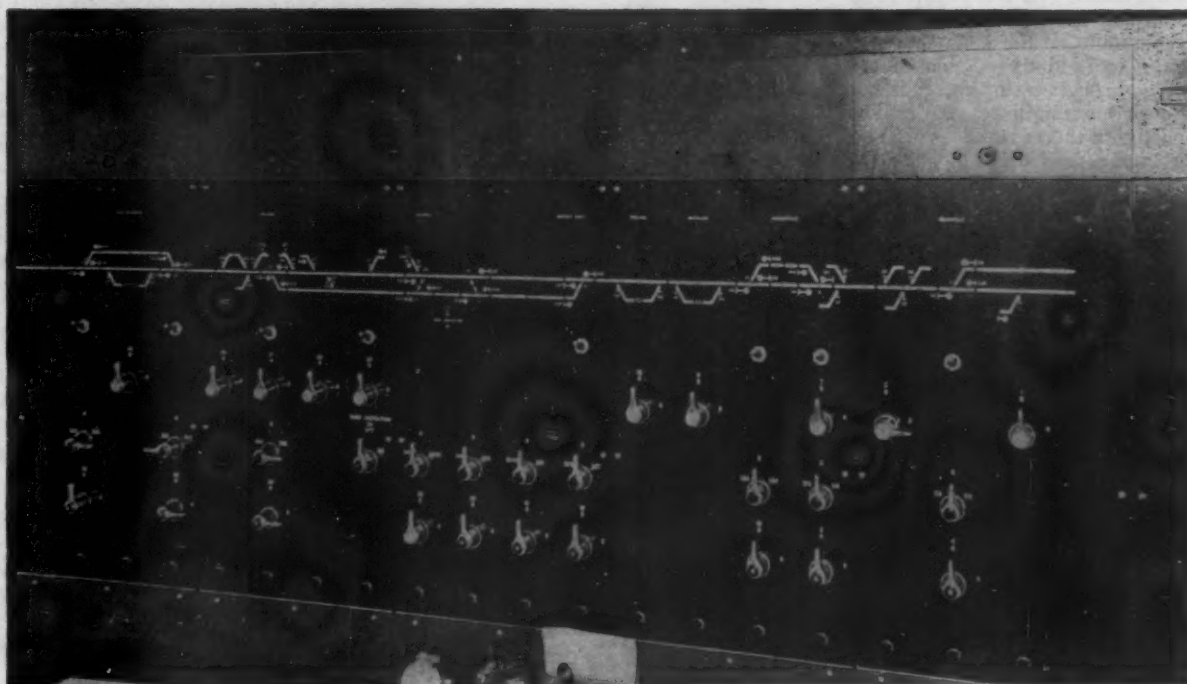
both the work and workers from inclement weather are important factors in speeding up production and cutting individual barge cost from \$57,000 to \$35,000.

Three positions on 500-ft. building ways leading to the shore line are used in constructing the barges, with an adjoining covered sub-assembly position served by a 7-ton bridge crane. Initial fabrication starts at Position 1 where the bottom plates, bulkheads, transverse frames and sides of the barge are assembled and welded, the weight resting on four wide-gage, rail-supported, 2-wheel trucks temporarily welded to the bottom of the barge. The barge is moved on these trucks to Position 2 where the upper deck and deck house are applied and then to Position 3 for finishing, removal of the trucks and substitution of launching shoes on which the barge finally moves into the water on greased sliding ways in the conventional manner.

The unusual feature of this operation, which may or may not be of some suggestive value to railroads, is the means adopted for protection against inclement weather at assembly Positions 1 and 2. As originally used, the building ways were completely uncovered. Bad weather caused delays; men could not work efficiently; rain, frost or snow made welding, painting, and burning of plates difficult or impossible; and even after the weather cleared, time was lost drying out seams with a gas torch and then wire brushing to remove the oxide.

Inasmuch as a crawler crane with 60-ft. boom is required for placing materials and sub-assembly units at the two positions mentioned, the construction of a fixed roof or shed over the building ways obviously was not feasible, and the relatively simple and inexpensive expedient was adopted of constructing two movable bow-string-truss roof and side structures, mounted on roller-bearing, double-flange wheels, with the steel supporting rails spaced 48 ft. apart. Each of these structures, therefore, spans the building ways at a height sufficient to clear the barge deck house and can be readily pushed over a barge for protection purposes when weather conditions necessitate or pulled off the spot when the weather clears or sub-assemblies must be put in place with the crawler crane. The improved operation as a result of installing these movable, open-end protective sheds has more than met all expectations.

It is not likely that movable sheds will ever be required over railway tracks assigned to new or heavy-rebuilding car operations, but the fact that this ship yard, in the middle of intensive war effort, allocated both man-hours and materials to the construction of protective sheds is significant. Railway cars also represent definitely "sinews of war" and a large proportion of freight car work in this country is still done out of doors with attendant serious delays, loss of production and increased costs in many instances. Even in these war times, railroads are justified on the score of national duty, as well as self interest, in reviewing their car repair operations and taking steps to install adequate shop buildings or sheds at those points where both the work and workmen require protection from the elements. Efficient material handling equipment and modern shop tools should, of course, also be provided. The attendant increase in production will more than offset the cost and make additional car equipment available for handling the nation's war and civilian rail traffic.



The C. T. C. Machine Is in the Dispatcher's Office at Waverly

C. T. C. Installation Helps Pere Marquette

THE Pere Marquette has recently installed centralized traffic control on 33.4 miles of single track between Grandville, Mich., and Fennville, which is a portion of the through route between Detroit and Chicago via Grand Rapids. From Grand Rapids double track extends to Grandville, 6 miles, and beyond that point single track extends westward toward Chicago. The reason for using centralized traffic control between Grandville and Fennville was that this territory includes heavy grades, and there are certain junctions and stations where trains stop to set out or pick up cars.

Starting near M.P. 18 west from Grand Rapids there is a 0.85 per cent grade about 8,750 ft. long ascending westward, and starting near M.P. 27 there is a 0.89 per cent grade about 5,000 ft. long ascending westward. The third westward grade starts near M.P. 31 and ranges from 0.88 to 0.93 per cent for about 7,000 ft., with the crest near the East Saugatuck station. Based on these grades the tonnage rating of the freight locomotives is 3,400 westbound.

The railroad crosses the Kalamazoo river just east of New Richmond, and from a point east of this bridge the line ascends eastward at 1.2 per cent for 12,000 ft. This hill includes six long curves, two of which are 3 deg., one 3 deg. 45 min., one 4 deg. 30 min., and one 4 deg. 45 min. Each eastbound train is assisted up this grade by a helper locomotive which is coupled to the rear

Train time is saved on grades, at the sidings and at the junctions on 33 miles of busy single track

when the train stops for water at New Richmond. The rating of the freight locomotives eastbound is 4,200 tons with a helper locomotive up this grade.

Former Train Delays at Waverly

At Waverly, 24.5 miles west of Grand Rapids, there is a junction with a branch line which extends north 32.9 miles to Muskegon, and then on north to Hart, 38.7 miles. At Holland, which is only one mile west of Waverly, there are numerous house tracks and industry spurs. Also from Holland a branch line extends 23.6 miles to Allegan. A yard at Waverly is used to handle cars going to or coming from the various industries in Holland as well as on the branch lines to Muskegon and Allegan. Approximately 25 per cent of the through freight trains stop at Waverly to set out or pick up cars. Previously, when doing this work, the trains blocked the main track. This caused serious delays and increased the difficulty encountered by the dispatcher in planning train orders.

For these reasons, as a part of the im-

provements, track changes were made at Waverly so that through freight trains which are to set out or pick up are run in on the long siding to do this work, thus leaving the main track clear. Formerly there were two separate sidings, the Waverly siding and the Holland siding. A section of track was installed to connect the ends of this siding converting the turnouts into cross overs, shown as crossovers 18 and 20 in the plan. The turnout of the yard lead track was moved from the main track to the newly constructed section of track. Thus through freight trains, when setting out or picking up cars, are operated on this through siding, eliminating the blocking of the main track.

The crossovers at the ends of the newly constructed section of track are controlled by the C.T.C., so that, for ordinary passing moves, these sidings can be used independently. This leaves the section of siding between the two crossovers available as a pocket tail track for the yard engine to use when switching in and out of the yard tracks. Alongside the telephone booth on the tail track is a pipe mast with two waterproof enclosed lamps, hanging downward; one lamp is red and the other is yellow. Normally the red lamp is lighted, as a warning to the yard crew not to foul the tail track. When the yard crew needs to use the tail track the conductor telephones the dispatcher, and, if the track is available, the dispatcher sends out a control that causes the red lamp

to be extinguished and the yellow lamp to be lighted in flashes at the rate of 40 times each minute. If the dispatcher sees he is going to need the section of tail track for a through train, he sends out a control that extinguishes the yellow lamp and lights the red one. This is a warning to the yard crew to clear the tail track as soon as possible.

These special features might have been avoided by extending the yard lead farther eastward alongside of the siding, but this would have required the construction of a bridge across a stream which would have been rather expensive.

Change at Zeeland

In the layout at Zeeland there were formerly two short sidings and several main-line switches leading to separate industry or house track spurs. These layouts were changed so that there is now one long house track and all the spurs are now connected to this one house track, thus leaving only two main-track switches. With this arrangement the local freight train, which serves these industries, enters the Zeeland siding and may stay there until its switching is completed without interfering with train movements on the main track.

The old siding at Hudsonville was in a bad location because it was on an ascending grade westward, and also because trains on the siding had to be cut for the street crossings. The same disadvantages applied to some extent to the old siding at Zeeland. For these reasons a new siding with a capacity for 204 cars was constructed in open country west of Hudsonville. The old Hudsonville siding was removed and a new spur was constructed to serve an elevator and to be used as a house track. At Vriesland a short siding on the north side of the main track was removed, thus leaving a short siding on the south side for use as a house track only.

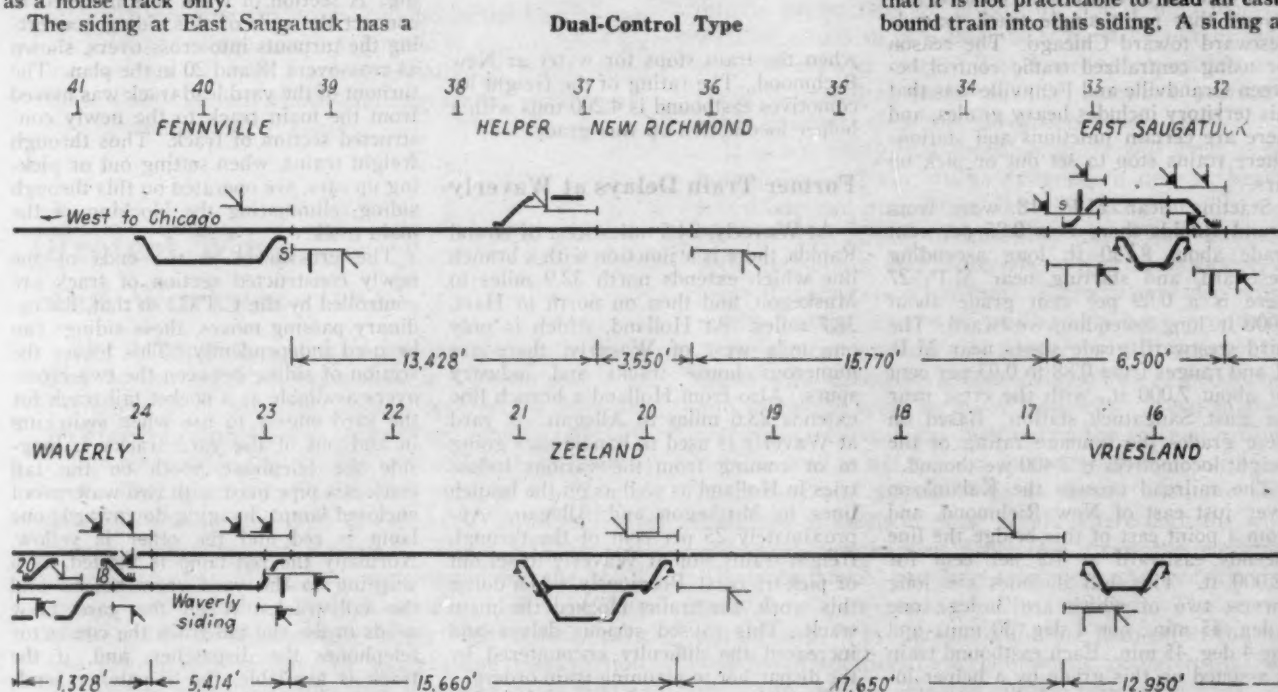
The siding at East Saugatuck has a



West End of Hudsonville Siding

capacity of 118 cars. Previously this was used as the westward main track, a spring switch at the east end being set normally to divert westward trains to this track, and a spring switch at the

west end was set to route trains to the straight track. When installing C.T.C. a power switch machine was installed at the east switch, but the spring switch at the west switch was left in service because the grades and curvatures are such that it is not practicable to head an east-bound train into this siding. A siding at



New Richmond was removed, and a short spur, known as "Helper," was installed to hold the helper locomotive.

The sidings at East Saugatuck, Holland, Waverly and Hudsonville are equipped with power switches and C.T.C. controlled semi-automatic signals to be used regularly for the passing of through trains. At the east end the C.T.C. includes the power switch and signals at the end of double track at Grandville. At the west end the C.T.C. starts with the eastbound station entering signal at the west end of East Saugatuck. The spring switch formerly in service at the east switch at East Saugatuck was installed at the east switch of the siding at Fennville, which is west of the end of C.T.C.

Locks on Hand-Throw Switches

As a part of the C.T.C. project electric locks were installed at all the hand-throw switches on the main track. With certain exceptions a Hayes derail, pipe-connected to the switch, was installed as protection to prevent cars or locomotives on the spur tracks from fouling the main track except when the electric lock is released and the switch thrown. An enameled sign which reads "Derail" on both sides is mounted on the switch tie as a warning to a trainman so that he will not throw the switch and derail when the derail could be thrown under a car or locomotive. At two locations west of the station at Holland are street crossings between the switch and the fouling point of a turnout to house tracks. Rather than install a pipe-connection in an oil pipe under the street, a separate switch stand was installed at the fouling to operate the derail, and a separate electric lock was provided in connection with the derail.

The Muskegon branch makes a wye connection with the main track, one switch being east of the yard office at Waverly and the other one being just



Eastbound Train Using Crossover No. 20 at East End of Holland Siding

east of Black river. Also, just east of the station at Holland, is a main-line switch leading to a "house" track. The local passenger train, which is operated on the line to Muskegon, is held on this pocket track when waiting for connections with through trains.

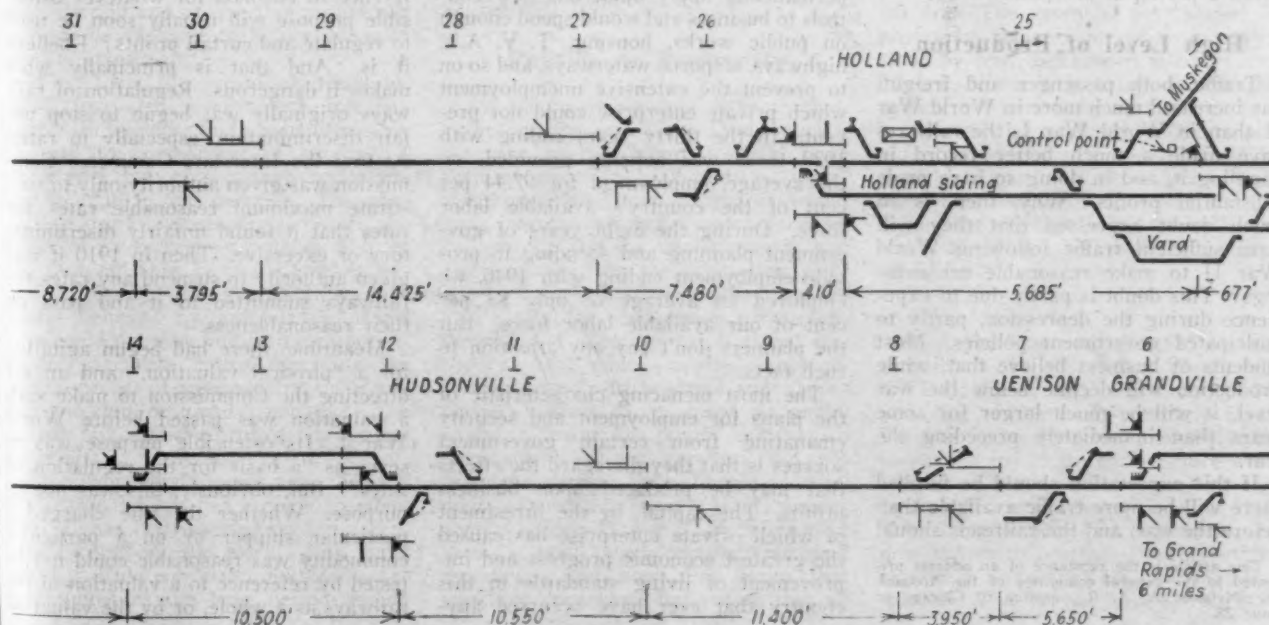
No cars are left standing on the wye tracks. Therefore, although these are hand-throw switch stands with electric locks, there are no derrails at the fouling points. At these locations, however, there is a dwarf signal on the wye tracks at the clearance points. When a train on a wye track is to proceed to the main track, and the lock has been released and switch thrown, the dwarf displays a proceed aspect. Similarly no cars, other

than the Muskegon local passenger trains, are ever left standing on the house track at the Holland station; therefore, no derail was installed, but there is a dwarf signal the same as previously mentioned.

Important Heavy Traffic

Three passenger trains are operated each way daily over this territory. One local freight train is operated each way daily on the run between Grand Rapids and New Buffalo. The local freight train for the Muskegon branch originates and terminates at Grand Rapids, and, therefore, this train operates each way daily

(Continued on page 64)



Why Railroads' Future Is Uncertain

Unlike end of World War I, nobody doubts railroad capacity, but many question their profitability because of politics and dominance of Marxist preaching that profits are sinful

DOUBTS were expressed regarding the future of the railways after World War I, and doubts are now being expressed regarding their future after World War II. But there is a significant contrast between the reasons given for these doubts. The doubt expressed about their future after World War I was based upon the belief that they would be unable to handle all the traffic that would be offered. The doubt being expressed about their future after World War II is based upon the fear of their friends—and also, perhaps, the hope of the enemies of private enterprise—that they will not have enough traffic and gross earnings to operate at an adequate profit and recover their credit.

These facts illustrate a striking change in public opinion within the last quarter century regarding the future of our country. Most people are disposed to believe that trends which have prevailed for a long time are going to continue to prevail. Therefore, nobody doubted that after World War I our production, commerce and employment would increase as, with brief interruption, they had before, and many feared there would be "car shortages" as before and during the war. These expectations were only partly fulfilled. Production and commerce did largely increase; but the railways spent billions of dollars on expansion and improvements; and from the middle of 1923 until the beginning of the great depression they easily handled all the traffic they were offered and enjoyed a period of prosperity.

High Level of Production

Traffic, both passenger and freight, has increased much more in World War II than in World War I, the railways have made a much better record in handling it, and in doing so have made substantial profits. Why, then, is so much doubt expressed that they will have sufficient traffic following World War II to make reasonable net earnings? This doubt is partly due to experience during the depression, partly to anticipated government policies. Most students of business believe that, while production will decline below the war level, it will be much larger for some years than immediately preceding the war.

If this expectation should be fulfilled there will be more traffic available than before the war, and the railroads should

By **SAMUEL O. DUNN**
*Editor, Railway Age, and Chairman,
Simmons-Boardman Publishing Corp.*

get as large a part of it as they did then. Others fear, first, that production and commerce will not much exceed their pre-war levels, and, second, that, because of an increase in government subsidized competition, the railways will not get the share of the available traffic to which they will be economically entitled.

The views of those who are not optimistic regarding the post-war period are entitled to consideration. And there can be little doubt about the cause of their lack of optimism. Almost nobody doubted the future of business and traffic after World War I, because almost everybody assumed that government policies affecting business would be much the same as they had been before. On the other hand, there have been developed during the depression and World War II entirely new theories regarding the way in which government should deal with the national economy.

Disregarding all experience before the great depression, these theories assume that the depression proved that private enterprise had become unable to provide adequate production and employment, and therefore a failure; and that we should adopt a government-planned economy under which government would permanently apply numerous new controls to business and would spend enough on public works, housing, T. V. A.'s, highways, airports, waterways, and so on to prevent the extensive unemployment which private enterprise could not prevent. In the thirty years ending with 1929 there was actually provided, on the average, employment for 97.44 per cent of the country's available labor force. During the eight years of government planning and spending to provide employment ending with 1940, we employed an average of only 83 per cent of our available labor force. But the planners don't pay any attention to such facts.

The most menacing characteristic of the plans for employment and security emanating from certain government sources is that they disregard the effects that may be produced upon business profits. The capital, by the investment of which private enterprise has caused the greatest economic progress and improvement of living standards in this country that ever have occurred any-

where at any time, has all been directly or indirectly derived from profits. And adequate future profits are threatened both by the promotion of high labor costs ostensibly to maintain the purchasing power of the masses, and by the high taxes that would have to be levied to provide means for the government spending which is contemplated.

I have been studying, writing and talking on transportation for forty years. I have seen during that time many changes in transportation and its problems. But one of the most important economic changes that I have seen has been the rapid growth within recent years of similarity between the problems of transportation and of other industries. It is not the railroads alone that now have to struggle for the opportunity to make profits. Every industry in the country has to do so. The reason is that government controls which were first applied to the railroads have now been extended to all other industries. Many of the controls applied to other industries have been ostensibly or really intended only for temporary war purposes. But it is far from certain how many of them will be abandoned after the war. And it is highly significant how many of them are being utilized in one way or another during the war to regulate and curtail profits.

Politics Always Assails Profits

Is it inevitable that government interference in business for whatever ostensible purpose will usually soon be used to regulate and curtail profits? I believe it is. And that is principally what makes it dangerous. Regulation of railways originally was begun to stop unfair discrimination, especially in rates. At first the Interstate Commerce Commission was given authority only to substitute maximum reasonable rates for rates that it found unfairly discriminatory or excessive. Then in 1910 it was given authority to suspend any rates the railways submitted to it and pass on their reasonableness.

Meantime, there had begun agitation for a "physical valuation," and an act directing the Commission to make such a valuation was passed before World War I. Its ostensible purpose was to serve as "a basis for the regulation of rates." But, obviously, this was not its purpose. Whether the rate charged a particular shipper or on a particular commodity was reasonable could not be tested by reference to a valuation of the railways as a whole, or by the valuation

This article is the substance of an address presented to the general committee of the Accounting Division, A. A. R., meeting in Chicago on June 28.

of an individual railway. The true purpose of the valuation was to serve as a measure of railway profits. The Commission has, ever since, been fixing rates not only to prevent discrimination but to regulate profits. And the railways, ever since, excepting in very unusual years, have been earning smaller percentages of return on their investment than they did before.

Few persons have seemed to care much about this excepting railway managements and security-owners. But recently we have been hearing loud and even violent protests from leaders of other industries against the application to their industries of government policies plainly intended to regulate and limit profits. The Office of Price Administration is definitely committed to a policy of enforcing ceilings on prices that will restrict manufacturers to profits that O. P. A. considers reasonable. It may be said that this is merely for the duration of the war. This is not necessarily true.

To Continue Curb on Profits?

It is being proposed, as a means of preventing inflation, to continue ceilings on prices—also on rentals of housing—in the post-war period until the production and supply of civilian goods can catch up with the demand. Nobody knows how long that would be; for meantime the effect would be to restrict profits; and the prospect of profits is what causes increase of production. And under the decision of the Supreme Court in the National Labor Relations Act case, manufacturers are as much engaged in interstate commerce as railways, and therefore their prices are constitutionally as much subject in peace-time to federal regulation as railway rates.

These facts about past, current and prospective regulation of profits are of great importance. If there is to be adequate investment in the expansion and improvement of private property in future, current and prospective profits will have to be adequate to induce adequate private investment.

Why, then, the prevailing trend toward increased government interference with business that seems inevitably to lead to curtailment of profits? I think very few give enough real study and thought to that question. This prevailing trend undoubtedly is due to the belief of an increasing number of people that all "big business" makes excessive profits. But why is this confidently believed by millions of people who could not give you a single approximately accurate figure regarding the annual profits of any industry, or of any big, medium or small company? The answer is, socialistic propaganda against all profits.

This propaganda is not new. That is the reason why it has become so effective. It has been carried on for a century throughout the world. For many years it made converts only slowly, because most of the long period during

which it has been carried on was a time of unprecedented peace and economic progress and prosperity in the world. But it was making more converts all the time. The principal doctrine of Marxian socialism is that production should be "for use, not for profit," and that all profits are robbery. And in numerous countries there were strong socialist parties and adoption of socialistic policies before World War I.

The demoralization and suffering in many countries that followed World War I, broadcasting of the charge that the war had been promoted by "big business" which derived huge profits from it, the establishment of Communism in Russia, and the financing by the Russian government of widespread propaganda in other countries for Communism, produced a profound effect even in this country when the great depression apparently proved that all the predictions regarding the breakdown of capitalism had been fulfilled. Whatever may have been the causes of the coming and prolongation of the great depression, economic statistics prove beyond question that world-wide recovery began late in the summer of 1932.

I presented data in *Railway Age* as early as September 17, 1932, showing that recovery had then begun in this country. It continued throughout the last third of 1932 and until the banking crisis in March, 1933, and was resumed immediately after the re-opening of the banks. The net operating income of our Class I railroads increased from \$149 million in the first two-thirds of 1932, to \$177 million in the last one-third of that year. It declined to less than \$11 million in March, 1933, and then increased to \$65 million in July.

Carloadings in May, June and July, 1933, were 17 per cent larger than in the corresponding months of 1932, and in July, 27 per cent larger. By 1937 business had increased to about the 1929 level in every leading country in the world excepting in the United States with its New Deal and in France with its "popular front."

Politics vs. Prosperity

All the available data indicate that, excepting for our New Deal policies, recovery in this country would have been completed by 1937, and that thereafter production and commerce would have increased as rapidly as before the depression. But the unemployment and distress caused by the depression were effectively seized upon by the planners as a reason for condemning private enterprise and adopting the National Recovery Act, which applied unprecedented controls to business and appropriated billions to be spent on public works to "prime the pump" and furnish employment. When recovery did not occur the planners blamed business. And, while otherwise a failure, N. R. A. was a great success for the planners. It gave them a good start on planning and spending. And now they claim that war-time experience has shown that all

that is needed to provide full employment and abundance is enough government controls and spending.

The most vital issue between those who plan for government controls and spending, and those who advocate and defend private enterprise, is business profits. The real question as regards whether private enterprise can not only survive but function efficiently in carrying on production and commerce and providing employment, is whether private enterprise will be allowed to make all the profits that it can under conditions of fair competition and use them in so carrying on production and commerce as to provide the people with goods they show that they want by buying or seeking.

Profits Are Not Shameful

Most proponents of private enterprise in the railroad and other industries seem fearful of squarely meeting this issue of profits in the public forum. They have perhaps some reason for fearing to do so, because such a very large part of the people has been inoculated with the socialist doctrine that profits, and especially large profits, are the result of robbery. But the issue must be squarely met, and the public educated regarding the way in which profits are made, and how indispensable it is that they should be made and wisely used by private enterprise, if we are to continue to have an expanding and efficient economy which will constantly increase the production and distribution of goods and provide enough employment at high enough wages to enable the people to buy, consume and use all that can and should be produced. It will do no good to defend and advocate private enterprise in the railroad and other industries unless the defense and advocacy effectively resist policies tending to restrict profits and the payment of dividends when adequate profits are made.

In emphasizing this point I may seem to be emphasizing the obvious. But I am not. The essential part played by profits in private enterprise is understood by few. Because it is understood by few, there is growing danger that private enterprise, by restriction of its profits, will be rendered unable to provide the people with enough employment, goods and services. Then government will undertake more and more to supply the deficiency, and we will continue traveling the road to national socialism.

EMPLOYEE BENEFITS.—\$183,533 was paid to members of the Norfolk & Western Relief Fund during the first quarter of 1945, according to the fund's quarterly report. Receipts during this period totaled \$198,296, and at the end of the quarter there was a balance of \$4,906,227.72.

Since its establishment in July, 1917, \$15,858,150 has been paid in sickness, accident and death benefits. Entire operating expense is assumed by the railroad, and to date, the N. & W. has spent \$3,502,314.



Instruction Car on Western Maryland

Courses in seven subjects given for operating and mechanical personnel—Demonstrations with actual parts or working models used as aids in training



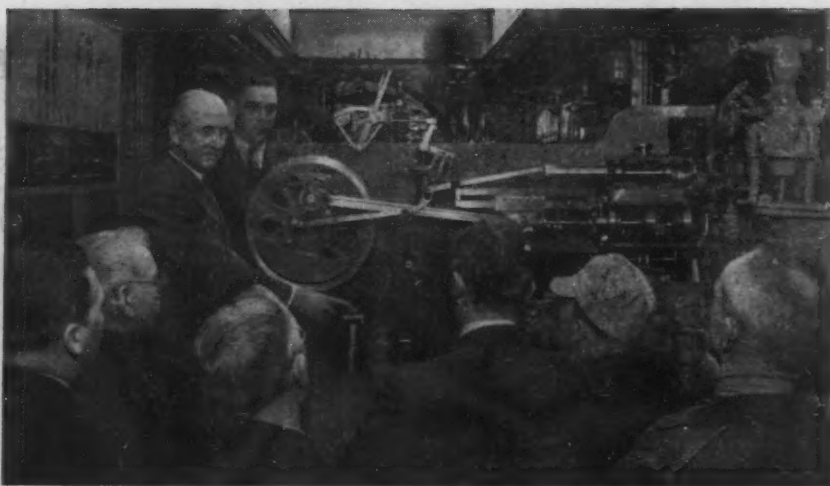
Seeing Things Work Aids Training of Class Members

THE Western Maryland has completed and placed in service on its lines an instruction car which is used in the training of new employees and for familiarizing old employees with the operating features of new equipment installed on the road or for training them to undertake new duties. Instruction is given in seven different courses covering: air brakes; mechanical equipment on steam locomotives; mechanical equipment on Diesel-electric locomotives; fuel conservation; water treatment; signaling; and safety. Since the car has been in use approximately 200 classes have been held; the weekly average is 16, with a total of about 3,000 man-lectures to date. At present about 75 per cent of those attending classes are men from the operating department of the road, the remainder being from the mechanical department.

The car has been divided into two sections, an office and a classroom. The instruction portion of the car is 55 ft. in length from the door entrance to the office partition. The seating capacity of this section is 34. The classroom has been finished with a cream-colored ceiling, mahogany side walls and a blue marble inlaid linoleum floor. Adequate lighting is obtained by the use of seven individual fluorescent lighting units which have a total capacity of 1,400 watts. Six exhaust fans and two air-circulating fans provide the ventilation.

Demonstration Equipment

A boiler backhead has been installed in the car against the partition which divides the office from the classroom section. It is complete in every detail and comparable with the backhead of the most modern types of steam power except where additional valves and gauges have been applied for the purpose of demonstrating the various types of feed-water heaters being used on the Western Maryland. A small firebox, with the back flue sheet in place and equipped with tuyere-type Hulson grates, is built in the interior of the boiler head. The equipment includes the elevator housing and the distributor for a standard HT stoker. A steam whistle, scaled to half-



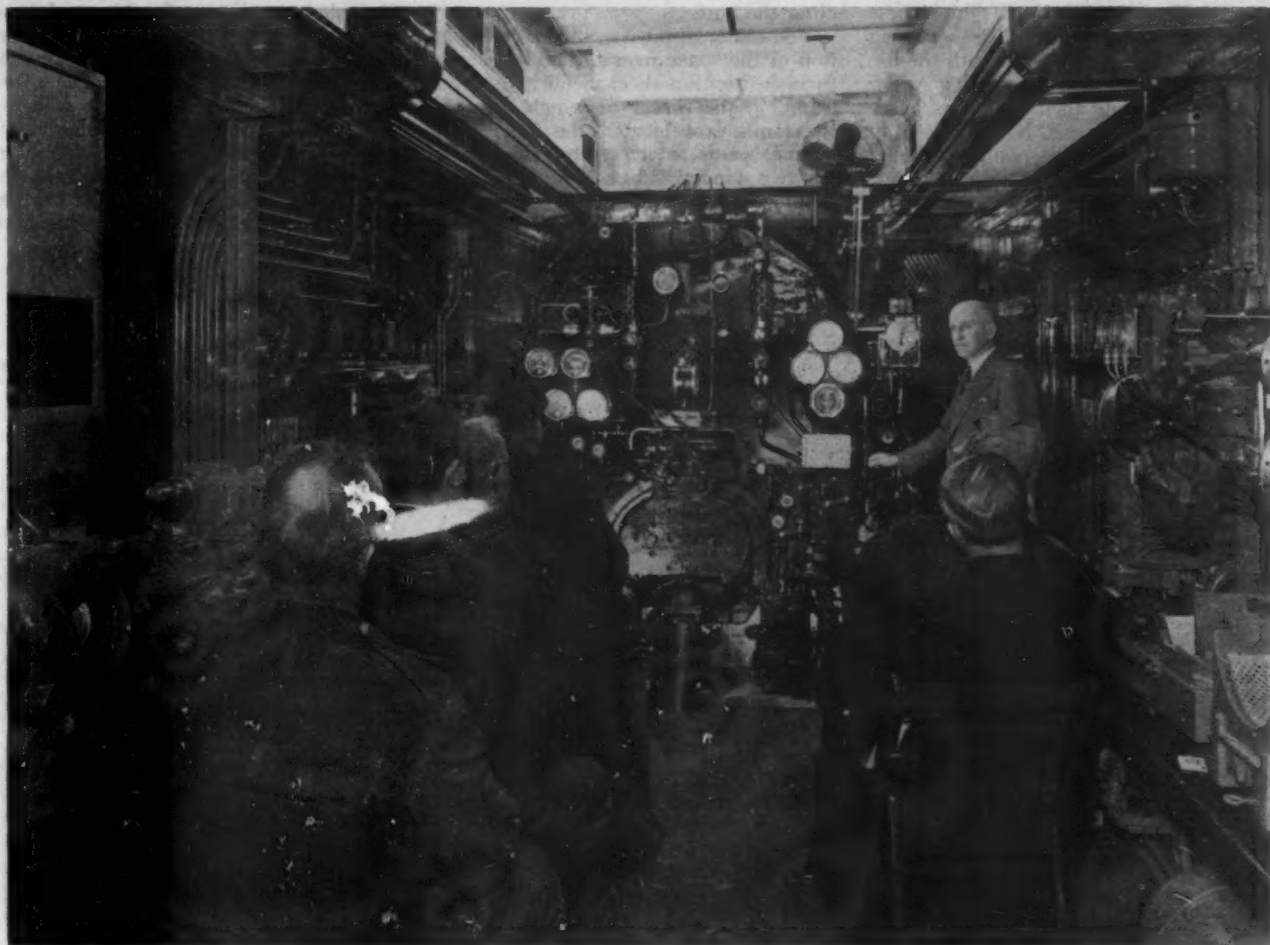
The Operation of the Walschaerts Gear Is Explained and Demonstrated with a Scale Model—The Instructor Is S. M. Roth, Supervisor of Locomotive Performance

size, is located on the left side of the boiler and is operated by compressed air.

A quarter-size working model of the Walschaerts valve motion which is complete in every detail and has a sectional valve chamber and cylinder was built at the Hagerstown locomotive shop for installation in the car. The various types of mechanical lubricators in use on the

railroad are represented in the displays as well as a protection drifting valve, a complete boiler check, a blow-off valve and a blower valve. A Nathan, a Sellers lifting-type and a Hancock inspirator non-lifting-type injector are all demonstrated. Parts of a Worthington feed-water heater and diagrammatic views

(Continued on page 63)



A Complete Boiler Backhead Is Used in Instructing Personnel

Mobile Units Used to Fuel Diesels

Novel facilities on New York Central permit study of test operations with this type of power without constructing permanent servicing installations

ABOUT a year ago, the New York Central built a mobile Diesel fueling unit to enable it to study various test operations of its new 5,400-hp. Diesel-electric freight locomotives. This unit has since permitted such studies to be made on various parts of the system, without building permanent fueling facilities, until the rups had been determined on which the Diesel locomotives could be used to the best advantage. So successful was the first fueling unit that two more were constructed a short time later, and a fourth unit is now being built. More recently, these units have also been used to study the operation of two new 4,000-hp. Diesel passenger locomotives.

At the present time, two mobile fueling units are being used at Buffalo, N. Y., for intermediate fueling of the Diesel-electric passenger locomotives, which are being operated between Harmon, N. Y., and Collinwood, Ohio. These units are used for main-line servicing at this point in conjunction with the use of fire cars for supplying heating water. The other mobile fueling unit is being used at East Syracuse, N. Y. (De Witt Yards), where it will soon be replaced by permanent fueling facilities, following which it will be moved to some other place on the system. Eventually, one unit may be kept for emergency use, while the equipment from the other units,

when dismantled, will be used in permanent Diesel fueling stations.

Self-Contained Units

Each mobile Diesel fueling unit consists of a 53-ft. flat car on which are mounted two fuel oil storage tanks, a fuel oil pump driven by a Diesel engine, and two lines of hose, on reels, for the delivery of the oil to the locomotives. The storage tanks, which have a combined capacity of 13,000 gal., are salvaged locomotive tender tanks. These were cut down and mounted on opposite ends of the flat car. The hose reels are also located at each end of the car, on top of the tanks, in separate sheet metal enclosures, with doors opening outward toward the ends of the car. A small wood platform 22 in. wide by 4 ft. long is provided at each end of the car for the convenience of the operator handling the hose.

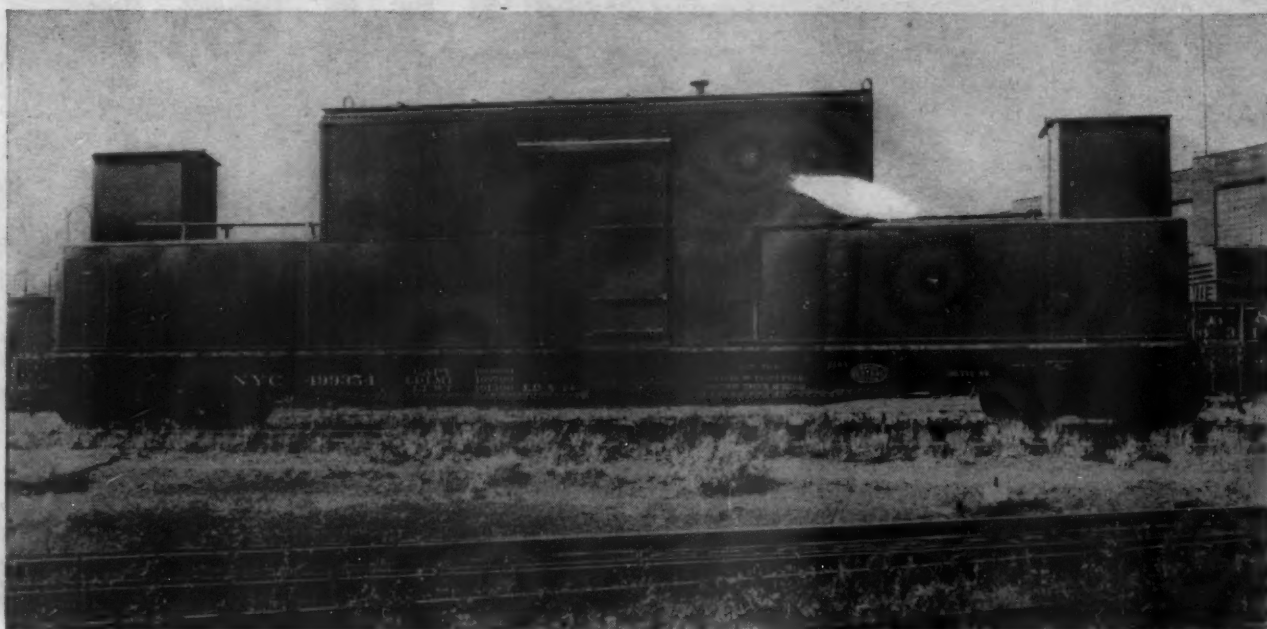
The center of the car, including a portion of the space over the tanks, is also furnished with a sheet metal housing or cabin, in the center of which, between the tanks, are located the Diesel engine, pump, meters, etc. The cabin has two windows at each end and added illumination of the interior is provided by means of four 6-volt lights with Pyle-National vapor-tight fixtures, supplied with current from the engine start-

ing battery. The entire unit is painted black.

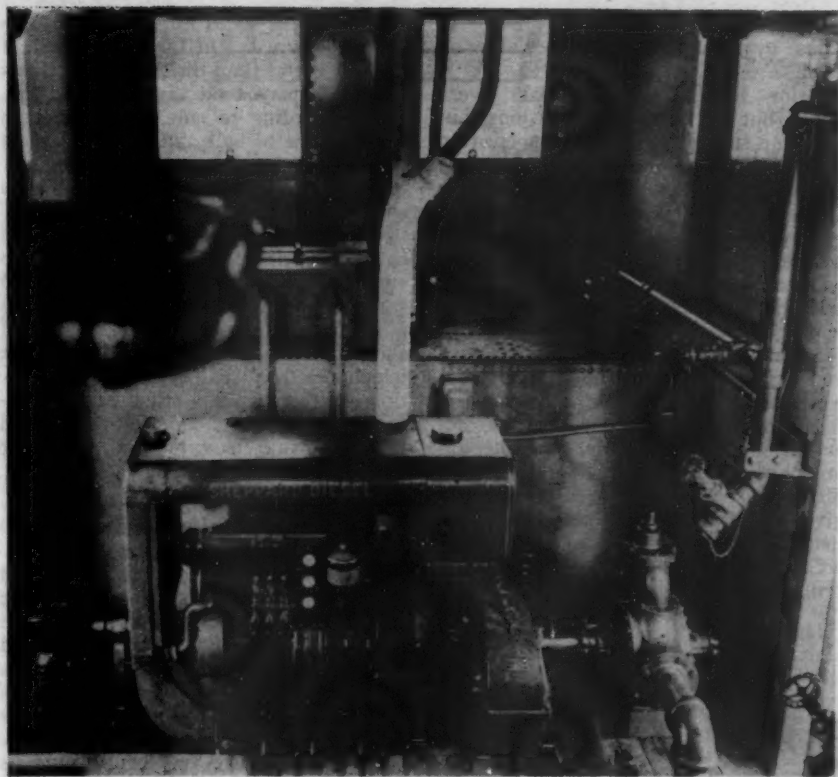
The fuel oil pump is a Blackmer "Bucket" design (swing vane principle), which operates at 300 r.p.m. and has a capacity of 300 gal. per min. at a discharge pressure of 50 lb. per sq. in. It is bronze fitted, and a relief valve is built into its casing which will by-pass its entire capacity. The pump is driven through a Blackmer oil-immersed gear reducer by a 25-hp. Sheppard Diesel engine, which operates at 1200 r.p.m. and which is equipped with a generator, batteries and a push-button starter.

The pump has two 4-in. suction lines and two 4-in. discharge lines, and, by opening and closing appropriate gate valves, it is used both to fill the storage tanks on the Diesel fueling unit from tank cars, and to pump fuel oil from these storage tanks to Diesel locomotives. For filling the storage tanks a 20-ft. length of 4-in. flexible steel hose is used, which can be connected at either side of the fueling car by removing a 4-in. brass hose cap. The other end of this hose, which has a 5-in. by 4-in. tank car reducing coupling, is connected to the outlet under the tank car. This suction line for filling the tanks of the fueling unit has a 4-in. straight through strainer, protected by a check valve to prevent back flow.

The discharge line used for fueling



Exterior View of One of the Mobile Diesel Fueling Units



Interior of the Cabin, Showing the Diesel Power Unit, Gear Reducer, and Pump

locomotives is connected to an air release tank. From the bottom of this tank a 4-in. line is connected successively to a 4-in. pipe line oil strainer, also protected by a check valve against back flow and to a 3-in. Xacto meter. Beyond the meter the discharge line splits into two 2-in. supply lines connected to the two rotary hose reels, each of which is equipped with 100 ft. of fuel oil hose. These hose reels have hollow axles with a rotary packing gland at one end, and each hose is so connected to the axle that oil can be delivered with any amount of hose unwound. The delivery end of the fuel oil hose in each case has a quick-acting 2-in. Bowser self-closing angle valve, together with a Wheaton quick swivel connector for making connection to the locomotive fuel oil tanks. Either or both hose reels may be used for fueling one Diesel unit or two such units simultaneously, as required. Crank handles are used to wind the hose back on the reels when not in use, and each length of hose is protected from wear and abrasion by vertical rollers installed on opposite sides of the hose enclosure doorways. The fuel tanks, engine and air release tank each have double vents with screens which project into the atmosphere above the top of the fueling unit.

Large Fueling Capacity

With this equipment, from 5 to 7 min. is required to fuel two units of either a freight or passenger Diesel locomotive, depending upon the amount of oil required. In actual practice it usu-

ally requires about a minute longer to service the passenger locomotives with boiler water (for heating purposes in winter) than with fuel oil. Sand is not furnished at the intermediate fueling stops, since enough is supplied for the entire run at terminal points. At the ends of the locomotive runs 20,000-gal. permanent fueling stations designed primarily for fueling Diesel switching locomotives have been used to fuel the road Diesels, pending final decision as to what additional permanent fueling facilities will be necessary.

These mobile Diesel fueling units were designed and built by the railroad's engineering and mechanical departments.

Instruction Car

(Continued from page 61)

of the Elesco exhaust-steam injector, Type-T, are used to explain the functioning of these specialties. Sanders, cylinder cocks, drain valves, terminal check valves and various other operating valves are all explained by the use of sectioned parts. In addition the car carries samples of a low-water alarm, Diesel-electric locomotive parts, a Hennessey journal lubricator and a grease cellar. On a panel board are mounted miniature size signals of the types standard on the railroad. These are electrically lighted and manually operated.

Test equipment required by the water-treatment engineer is shown and its use explained. This is supplemented by the use of stereopticon slides showing the

effects of scale on the interior of locomotive boilers and the beneficial results obtained from water treating. Actual demonstrations are given of the water treating process.

Brake Instruction

The car is completely outfitted with locomotive and car brake equipment. Full units of the No. 6 ET and No. 8 ET locomotive brake can be operated individually with or without train brake units, the piping in the car being so arranged that one set of engine and tender brake cylinders can be used when operating either brake.

Passenger brake equipment includes the older as well as the modern types; a P-type triple valve, two L-type triple valves, and a D-22-P with a D-22-AR control valve. The older type equipment is set up with air gauges to show auxiliary and brake-cylinder pressures. The D-22 control valve is equipped with gauges showing brake-pipe, auxiliary-reservoir, emergency-reservoir, displacement-reservoir, quick-action chamber, and brake-cylinder pressures. The instruction layout also includes an air signal system equivalent to that on a 12-car train which may be operated in conjunction with either the No. 6 or No. 8 ET equipment.

There are eight freight-car air-brake units on the car, including an AB-1-B type complete with an automatic slack adjuster and quick-service valve, an AB-type valve, and six K-type valves. Gauges are used on the AB-1-B equipment to show brake-pipe, auxiliary-reservoir, quick-action chamber, emergency-reservoir, and brake-cylinder pressures. Gauges on the AB brake show auxiliary-reservoir, emergency-reservoir, brake-cylinder, and brake-pipe pressures. On the K-types auxiliary-reservoir and brake-cylinder pressures are indicated by gauges.

Four of the freight-brake units are fitted with the latest type release control retainers, two have conversion-type release control retainers, and two have the original standard double-pressure-type retainers. One passenger brake unit is equipped with the standard single-pressure-type retainers. All types of retainers are mounted on a display panel. In addition there is a single-car testing device which is demonstrated on the brake units. Piping is so arranged that either an AB or the AB-1-B brake can be separated from the rest of the brakes for demonstration testing.

Other Equipment

A sound slide projection machine is used for showing safety lectures and other educational pictures; a stereopticon is employed for the projection of diagrammatic views of equipment. In addition there are numerous wall charts illustrating features of the various specialties in use on the company's locomotives. The car, which cost \$50,000, was converted at the Western Maryland's Hagerstown, Md., shops.

C. T. C. Installation

(Continued from page 57)

between Grand Rapids and Waverly. Four scheduled through freight trains are operated each way daily and numerous extra trains are operated as required; therefore, on the average there are about 15 trains each way daily on the new C.T.C. territory. An important consideration is that during certain periods each day the trains are bunched; for example, on numerous days as many as 9 trains are handled between 11:30 a.m. and 1 p.m. In such instances, with the previous timetable and train order system, certain trains were delayed, whereas with the C.T.C., the trains are all kept moving with little or no delay. The power-operated sidings are all long and, therefore, non-stop meets are common occurrences.

Besides the benefits of saving train time due to operation by signal indication rather than train orders, an impor-

tant item is the reduction in number of stops by heavy trains, especially on grades.

Prior to C.T.C., draw-bars were pulled out on numerous occasions, but only one such instance has happened on this territory during the three months that the C.T.C. has been in service.

As a part of the program, track circuits were installed on the sidings where power switches and semi-automatic signals are used, i.e., at Hudsonville, Waverly, Holland and East Saugatuck. Referring to the east end of Hudsonville, for example, when the switch is reversed and signal 120 is controlled to direct a westbound train to enter, the aspect is red over yellow if the siding is not occupied, and at the same time the approach signal 100 displays the Approach-Medium aspect, yellow-over-green. This gives an engineman advance information that he is to pull his train into an unoccupied siding, and accordingly he can bring his train up to and through the

turnout at the speed for which the turnout is designed. On the other hand, if nothing better than the Approach aspect can be displayed on the distant signal, then, according to rule, the engineman must reduce to half authorized speed at the distant signal and approach the station-entering signal prepared to stop short of that signal.

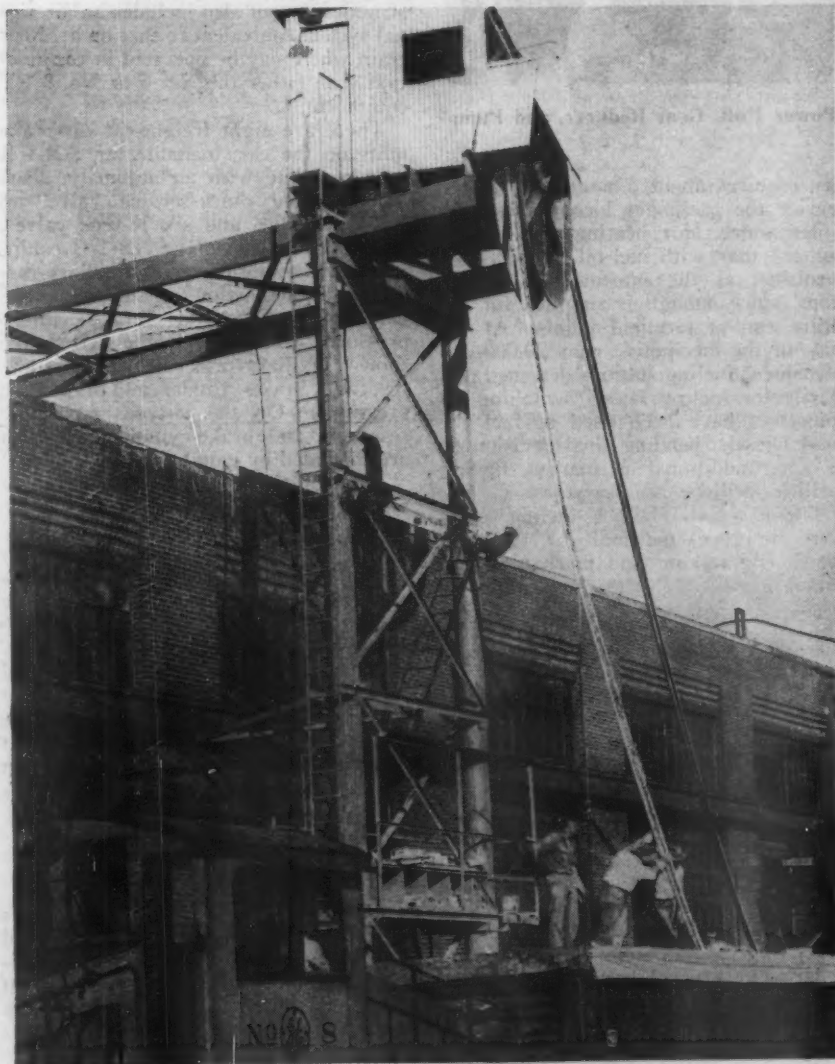
If the siding is occupied, the signal cannot be cleared to direct a train to enter. If the dispatcher wants a second train to close in on a train already on a siding, the second train is stopped short of the signal, and the conductor telephones the dispatcher to get information concerning the circumstances before any further action is taken, and then the train may proceed with flag protection into the siding.

Control Machine at Waverly

The C.T.C. control machine is located in an office at Waverly. The dispatchers who operate this machine also handle the remainder of the division between Grand Rapids and Porter, Ind., by train orders. At the top of the control panel is an illuminated diagram which shows the locations of the tracks, switches and signals. In the lines representing tracks there are small opal lamps which are lighted when corresponding sections of track are occupied. Each station-to-station block, as for example between Holland and East Saugatuck, is represented by two independently controlled lamps so that the dispatcher knows when a train has passed the half-way mark between the stations. Likewise, on the line representing the long siding, such as that at Hudsonville, there are two independently controlled track-occupancy lamps so that the dispatcher will know if a train has pulled down to one end of this siding.

The first row of levers below the track diagram are for the control of electric switch locks on the hand-throw switches. Where there are two or more locks in an automatic block, all can be controlled by one lever. The signal levers, which are in the second row, normally stand in the vertical position, being operated to the left to control westward signals or to the right to control eastward signals. When a corresponding signal clears, a green lamp on the barrel of the lever is lighted. The switch levers, which are in the third row, normally stand vertical to control the corresponding switch to the normal position. Such a lever is thrown 90 deg. to the right to control a switch to the reverse position. When a switch in the field is not in the position corresponding to that of the lever, an opal lamp in the face of the lever is lighted.

This installation of C.T.C. was planned and installed by signal forces of the Pere Marquette, under the direction of H. C. Lorenzen, signal engineer and superintendent of telegraph. The C. T. C. control machine, line coding system, power switch machines, signals and other new signal equipment, such as relays and rectifiers, were furnished by the General Railway Signal Company.



Loading the English Channel Pipe Line

A special crew is shown at the General Electric Company's Schenectady Works loading the "pipe-line cable" which later was to carry fuel to the Normandy coast. A "secret" until recently, G. E. produced more than 100,000 ft. of this pipe line, making its last shipment about one year ago.

The Railroad Y.M.C.A. in War-Time

A few facts about this organization which so quietly and effectively serves railroad workers

By G. K. ROPER

Senior Secretary, Transportation Dept.,
National Council, Y. M. C. A.

DURING every 24 hours in 1944, more than 50,000 railroad men passed through the doors of the 180 Railroad Young Men's Christian Associations, located on 49 of America's Class I railroads. They came right from heavy duty—some for food, some for rest, some for companionship, some to attend committee meetings, and some to actually lead in the various phases of the program carried on by this organization, and some for all of these purposes. They returned to their jobs well nourished, refreshed, and mentally alert; the service of this organization in its contribution to the morale of the men who are handling troops and munitions during this war has been a distinct contribution to the total war effort.

Few organizations affiliated with America's transportation system, or working in direct cooperation with it, have had such a unique and serviceable record as has the Railroad Y. M. C. A. Organized 73 years ago in the Cleveland station, it marked time for two or more decades, but with the consolidation of various lines into large systems it became an integral part of the development of American railroads. Its establishment at most of the major division points by several of the large railroad systems became the policy of these companies.

Services Rendered

The record shows that during 1944 these points of service furnished railroad men with 14,869,044 meals. Food served is of the best quality procurable and is served at extremely reasonable rates. More than 3½ million beds were furnished during the year and 2,615,750 baths were taken. Secretaries and lay committee men made 20,612 visits to sick and injured persons. In addition to these elementary facilities which have so much to do with the maintenance of morale among railroaders, the organization promoted extensively educational, social, physical, and recreational events. About 225,000 library books were circulated and 1,604,646 persons participated in social, physical, and recreational events, while 309,861 attended religious meetings in these buildings. The Railroad Y. M. C. A. not only organizes an extensive program of activities carrying out its fourfold program but cooperates with the churches, brotherhoods, and railroad organizations in cooperative events at which half a million persons were in attendance during the year.

Beginning in 1938, under the leadership of a special group known as the Citizenship Commission, the organiza-

tion initiated an extensive program of education in American citizenship. It has used on its platform some of America's ablest educators and statesmen in presenting to thousands of persons a better understanding of American history, our institutions, our liberties, and our privileges under the American form of government. At some points the stimulus of this effort has been such that it has been taken up by public schools and kindred organizations.

What It Costs

The over-all cost of this enterprise during 1944 was \$7,800,000, about 80 per cent of which was furnished by the members and friends of the Association and about 20 per cent by the railroad corporations. All of the money accruing to the organization is turned back into it for further service. It pays its trained leaders modest salaries, and no one receives any dividends in money. Its business policies and practices are carefully organized and operated upon a basis of the strictest accounting. Budgets are prepared for each point and are carefully scrutinized by various business committees and employed officers. All accounts are audited annually. The national organization has never carried a debt, even during the years of depression, from one year into another, but has managed its affairs so as to be always solvent.

One might well ask what is back of this mass of statistics dealing with the moral, mental, and physical aspects of the men in our basic industry, and operated without any purpose of financial profit. It has a staff of approximately 300 trained secretaries, men who in the main have devoted their lives to the enterprise, who have attended schools, institutes, and colleges, and who are skilled operators of institutions, organizers of groups of people for specific purposes, and more or less expert in the whole realm of human relations.

In addition, the organization has serving on its managing boards, its various business and service committees, 11,420 different railroad men. These committees held last year 4,045 meetings, with an attendance of 32,692. They serve without remuneration other than the satisfaction they receive in a common service to their fellow railroad men and the corporations they serve. There are rich rewards in the form of enlarged

mental concept, broader understanding, and a more satisfying life which have come to these men through their committee service. Potential qualities of leadership often unexpectedly come to the front, and the whole concept of their lives takes on a different aspect.

Philosophy Behind Movement

The Railroad Y. M. C. A. is one of the most uniquely conceived, fundamentally sound of all the enterprises which have been brought into being to serve the welfare of mankind. Its basic principle, to which it has consistently adhered through the years, has been the theory that railroad corporations and railroad employees have a mutual responsibility, not only to each other, but to the public welfare, and that this idea of mutual responsibility should be kept constantly before both sides, emphasized and constructively and fairly discussed. The organization is controlled neither by the railroad companies nor by the labor unions, but works with and for both. Through the years it has brought together upon a common platform thousands of railroad officers and labor leaders, where under at least a measure of Christian ethics the problems of both sides have been discussed.

In the whole realm of Christian economy, I know of no other enterprise with similar fundamental principles. It considers that a man is neither entirely religious, intellectual, or social, nor should his whole life be given up to the making of money. It recognizes that we cannot have a sound and permanent government unless we have good people in the country, and that people are only good citizens to the extent that they develop an all-round personality and sound ideals of service. A conspicuous example of the cooperative principle upon which its works is a series of meetings conducted through the last winter and spring in Boston, Massachusetts, where both officers and employees paid a small fee for several months to attend organized classes led by recognized leaders in government, labor, and industry, trying better to understand the problems of each and to reach a friendly zone of understanding in which all could work happily and constructively.

While the Railroad Y. M. C. A. is a part of the total Y. M. C. A. movement, the organization is operated by a National Transportation Department Committee composed of 20 of the leading railroad officers and labor leaders of the United States and Canada. This group has been carefully selected over the years, not only because of their recog-

nized positions of leadership but because of character values and sound thinking which they are able to bring to the enterprise. Working under the direction of and with this committee is a paid staff of seven traveling secretaries who cover the United States and Canada. They organize training institutes for secretaries, negotiate with railroad officers on matters of Association or-

ganization and business, call and conduct conferences, organize new Associations, initiate and develop programs. In other words they have general direction of the total undertaking. They operate upon the theory that about one-quarter of their time should be spent in office administration and the remainder in the field to keep in first-hand contact with the various organizations.

move ahead just as rapidly as they can demonstrate ability in any field in which they may start to work. They do not want to get behind a group of others who simply may have started sooner than they did in the railroad business. Nothing stultifies young ambition more than a seniority situation, particularly in traffic work where sales and promotional ability should count the heaviest and mere time in service should count the least.

It appears to me therefore, that the question should not be the one posed in your June 23 editorial—"What use do railroads have for 'College Men'?" but rather, "What use do the college men have for the railroads under present conditions?" No one regrets the present attitude both of the railroads and the graduates more than I do but the situation is really more vital to the railroads than to the business school graduates. I am hoping that your activities will do something to improve matters.

JOHN H. FREDERICK

Professor of Transportation and Industry, School of Business Administration, Univ. of Texas

COMMUNICATIONS . . .

B. of R. T. View of the AB Brake

CLEVELAND, OHIO

TO THE EDITOR:

I call your attention to an error in the article dealing with the recent Interstate Commerce Commission Order concerning the installation of AB Power Brakes on freight cars, in the June 9, 1945, issue of *Railway Age*.

On page 1028 the following sentence appears:

"No objection to or criticism of the specifications has come to the commission's attention, the report said, but it noted that the Brotherhood of Railroad Trainmen did not contend that the AB brake does not conform to them in all respects, particularly in that undesired emergency applications have not been eliminated."

The report of the Interstate Commerce Commission reads:

"The Brotherhood of Railroad Trainmen, hereinafter referred to as the Brotherhood, does not question the general superiority of the AB brake but contends that it does not conform in all respects to the proposed specifications and requirements or the safety appliance acts, particular reference being made to instances where so-called undesired emergencies have occurred. This term is used to describe an emergency application of the brakes which occurs following ordinary manipulation of the engineer's brake valve otherwise than placing it in emergency position."

I would appreciate your bringing this correction to the attention of the readers of *Railway Age*.

A. F. WHITNEY

President, Brotherhood of Railroad Trainmen

Railroads Lethargic in Recruiting Trained Men

AUSTIN, TEXAS

TO THE EDITOR:

I have read with great interest your recent articles and editorials dealing with the employment of college men by the railroads, particularly the paragraph in the editorial of June 23 wherein reference is made to employment of non-engineering graduates including those with a formal business training.

I have been engaged in teaching transportation courses in university schools of business for the past 22 years and in all that time have known very few graduates, even those who have specialized in the

business aspects of railroad transportation, to go with a railroad. Most of these enter the field of industrial traffic management instead. Even more "transportation majors" have gone with motor and water carriers and more recently large numbers have gone with the airlines.

There are several reasons why more of these excellent and well educated young men, and young women, have not gone with the railroads. The first is what you refer to—the lack of active recruitment programs on the part of the railroads among business administration graduates. (For example this past month six airlines interviewed graduates here at the University of Texas but only one railroad put in an appearance.) The second is the requirement that young men entering the traffic or business end of railroading must have a knowledge of and be able to practice the art of shorthand and typewriting. Most men who graduate from a school of business administration have not acquired that skill. They have not felt it necessary to do so. So far as I know the knowledge of shorthand and typewriting is not necessary as a prerequisite for a job with other carriers. The third is what college men believe to be the seniority situation on the railroads.

These young men feel that they should

NEW BOOK . . .

A. S. T. M. Standards on Cement. Published by the American Society for Testing Materials, 260 South Broad Street, Philadelphia 2, Pa. 176 pages. 6 in. by 9 in. Bound in Paper. Price \$1.50.

This compilation of 19 A. S. T. M. standards, effective in 1944-45, gives in their latest form numerous specifications and tests for cement. Included are individual tests for sampling, fineness, normal consistency, soundness and tensile strength, as well as time of setting. The specifications cover natural, masonry and portland cements; also air-entraining cement for pavements. Extensive methods of chemical analysis and other physical tests are also given.



Chinese Transportation Men Call on Alco

Ten members of the visiting railway mission, currently inspecting American railroad facilities and railroad equipment industries, shown with two Alco officers aboard an Alco-G.E. 1,000-hp. Diesel electric road switcher. From left to right: Ying-ping Wang, Fatuan Li, Fenrie Wong, M. L. Loh, Hai-ping Chang, Tsien-Chuan New, En-tao Shen, Mao-Lsun Koo, C. C. Wang, E. S. Mao, Manuel Alonzo, Alco foreign sales representative, and Carl Dinic, assistant to the president (For further details, see *Railway Age*, June 16, page 1077).

Railroads-in-War News

Grain Movement in 6 Mos. Is New High

Col. Johnson reports only 11 carloads of grain on ground July 2

American railroads carried more wheat, grain and grain products during the first half of 1945 than in any like period in history, according to Col. J. Monroe Johnson, director of the Office of Defense Transportation, whose management of the grain car supply has been under considerable criticism in recent weeks, as noted from time to time in these pages.

The total movement for 1945 up to June 30 was 1,243,473 cars, he announced July 9. This total compares with 1,209,403 cars in the first six months of last year, and 1,231,081 cars in the corresponding 1943 period, the previous high. "This record is all the more remarkable and is a great tribute to American transportation in view of the acute shortage of box cars and the dislocation and transportation delays caused by last winter's unprecedented storms," Colonel Johnson said.

The grain and grain products loadings for the entire country for the first half of this year were 34,070 cars more than in the same 1944 period, and 29,906 cars, or 3.7 per cent, more in the western grain producing area, according to the O. D. T. head.

Storage Load Decreases—At the same time, Colonel Johnson pointed out, an easing of the grain storage situation is indicated by a decrease of grain held in storage in elevators from 115,016,000 bushels on June 23, 1944, to 109,287,000 bushels on the same date in 1945, a drop of 5,729,000 bushels. Grain stored at ports decreased in the same period from 26,013,000 bushels to 25,995,000 bushels. Although there were 211 country elevators closed July 2, 1945, as compared to 207 on the same date in 1944, there was "practically no grain on the ground" at that time this year, the O. D. T. figures showed. Comparative totals for July 2 were, in 1945, 32,500 bushels, or 11 carloads, against 1944's 2,114,000 bushels, or 1,052 car loads, on the ground.

At the opening of the harvest season this year, Colonel Johnson pointed out, there were only 3,000 empty box cars available for the grain movement, as compared with 14,000 in 1944 and a normal peacetime supply that ranges up to 30,000 or so. "This," he said, "indicates an extremely efficient use of cars, as shown by the greater 1945 loadings. From April 1 to July 2, inclusive, the railroads moved 102,052 empty box cars from eastern to western railroads—an average of 1,275 cars per day."

M. R. S. Ceases Operation of Iranian State Railway

After two and one-half years of operation, U. S. Army railroaders have relinquished control of the Iranian State Railway, Brig. Gen. Donald P. Booth, commanding the Persian Gulf Command, has announced. The transfer was effected in three stages, with the Americans first turning over actual operating responsibilities to the British, and with the latter making a simultaneous transfer of control to the Iranian government. For the time being a small number of rear echelon troops will remain at the various railroad camps, it was stated.

Grain moved from the lake ports in the first five months of this year totaled 44,146 cars, according to the O.D.T. statement, as compared to 15,491 cars in the same period of 1944, or an increase of 28,655 cars in this movement.

Loadings Above '44's—In the week ended June 30, 1945, grain and grain products loadings throughout the country were 6.5 per cent above the corresponding 1944 week, it was indicated. The weekly totals were 62,383 and 58,600 cars, respectively. This was the fifteenth consecutive week in which 1945 grain loadings exceeded the corresponding 1944 week. In the western districts, grain loadings for the week ended June 30, 1945, were 45,973 cars, or an increase of 3,539 cars, or 8.3 per cent, over the same week last year.

Shipments of grain by barge on the Mississippi river during the first half of this year exceeded last year's movement by 20 per cent, according to Lawrence C. Turner, head of the O.D.T. Waterways Transport department. The movement was made in barges, pushed by towboats, downstream to New Orleans from elevators at river points. The total movement for this period was 6,840,000 bushels.

Glenn Heads O. D. T. Transport Personnel Division

The Office of Defense Transportation has announced the appointment of Robert L. Glenn as director of the Division of Transport Personnel, effective July 1. He has been acting director since April 15, following the resignation of A. W. Motley.

Mr. Glenn was in the employ of the Pennsylvania from 1907 to 1916 and the Atlantic Coast Line from 1921 to 1923, and for some time was editor of the Brotherhood of Locomotive Firemen & Engineers Magazine.

Kendall Foresees No Easy Car Situation

Supply remains tight except for temporary surplus of tank cars

Summarizing equipment conditions in the latest issue of his monthly report on the "National Transportation Situation," Chairman Warren C. Kendall of the Car Service Division, Association of American Railroads, said this week that all types of open top cars are "in exceptionally heavy demand," while the box car supply "will continue tight throughout the balance of this year and will require closest cooperation on the part of all concerned to see that this type of equipment is given most expeditious handling." Meanwhile there has been "considerable easing" in the tank car supply, but Mr. Kendall's present advices are that this is a "temporary condition."

Box Car Conditions—Tight box car conditions, according to the report, prevail especially in the East and South where the demand for empties to load returning munitions and other military supplies has been "extremely heavy," along with the decreased flow of box cars into those areas since the termination of hostilities in Europe. "A considerable volume of the loading originating in Eastern and Southern territories," the report continues, "is destined to Western and Central Western points and has tended to improve the box car supply on western roads, and has been instrumental in bringing about assistance to the roads servicing the wheat harvest territory."

Mr. Kendall noted how unfavorable weather conditions have retarded the harvesting of new grain, so that the harvest in the heavy Kansas producing section will perhaps come at the same time as that in Nebraska, thus further taxing the car supply and facilities of roads serving those areas. At the same time the C. S. D. chairman pointed out that grain loadings for this year's first half were the highest on record, notwithstanding the lag in the new harvest. More about these grain of the first half was said by the Office of Defense Transportation in a statement reported elsewhere herein.

With respect to loadings of watermelons in Southern territory, Mr. Kendall reported that they continue in good volume; but the passing of the peak "will enable the return of a large number of ventilated box cars for use in loading other commodities."

(Continued on page 71)

Questions Army Use Of Trucks in France

Senators believe railroads would have done job more efficiently

A report to the Senate by the special committee investigating the national defense program, generally known as the Mead (formerly the Truman) committee, dealing with the results of its recent investigations in the European theater, was under discussion on the Senate floor July 6, when Senator Brewster, Republican of Maine, a member of the committee, called attention to the statement in the report that materials supplied to France under lend-lease agreements included \$200,000,000 for locomotives and \$120,000,000 for railroad cars.

Another member of the committee, Senator Ferguson, Republican of Michigan, commented that "there is a great amount of railroad equipment which we sent over with our Army and the Navy, and it will be used as equipment on the roads over there, and has been so used." Senator Brooks, Republican of Illinois, added: "We were informed by the transportation division that we had sent 24,000 box cars and 1,800 locomotives to Europe to support the Army. That was in number equal to the total locomotive and box car strength of the Santa Fe railroad."

The committee report made no conclusive observations as to the quantity of railway equipment supplied by this country for use on European railways, either through the Army or under lend-lease. It did suggest, however, that "the slowness of moving material from the beachheads and ports was also complicated by the difficulties of transportation by trucks. The battered French railroad system was not capable in itself of carrying the huge tonnages which were landed. It was elected not to install elaborate railroad facilities but to rely on trucks. While many delays were occasioned as a result of this decision, by and large the transportation job was accomplished to the satisfaction of the officers in charge of the supply function. Whether or not the delays and difficulties could have been eliminated had greater reliance been placed upon railroads must, of course, remain a subject for conjecture."

Urges Business to Cooperate on Travel Curtailment

Commercial and industrial firms and corporations can help during the present transportation crisis by minimizing travel by their officers and employees, the Office of Defense Transportation said this week.

The statement commended recent action along this line by the Kimberly-Clark Corporation of Neenah, Wis. That company has ordered its traffic department "not to accept applications from any executive or individual employee for railroad, Pullman, airplane, steamship or hotel reservations, except when presented in written form and carrying the confirming signature of an officer of the corporation." It was fur-

ther ordered that "no person outside the employ of the company may at any time be permitted to use our traffic department facilities for private reservation or other purposes."

In a letter congratulating Kimberly-Clark, Colonel J. Monroe Johnson, O.D.T. director, said: "This is a type of action which will help in keeping travel to a minimum, and I recommend it to other companies. I am glad to note such an intelligent and practical effort to help keep non-essential travelers off our overburdened railroads, which are now trying to meet the most difficult situation in the history of military transportation."

New Ban on Transportation of Race Horses

Transportation of race horses or show animals by railroads and common or contract truckers is again under a general prohibition. Railroad transportation will be restricted under the Interstate Commerce Commission's Service Order No. 334, issued June 11 at the request of Director Johnson of the Office of Defense Transportation. On the same day, O.D.T. issued General Order ODT 54 banning motor carrier shipments.

The O.D.T. announcement said that most of the race horses and show animals move in express cars or specially constructed livestock cars on express and passenger train runs. It added that the ban will make a "considerable volume" of this type of equipment available for other transportation purposes.

M. R. S. Increases Its Tonnage in European Theater

Military Railway Service deliveries to the Third, Seventh, Ninth and Fifteenth armies on the European continent now average about 600,000 tons a week, and according to a release from Transportation Corps headquarters, in Paris, in a 14-day period, 1,228,739 tons of supplies were handled. Shortly after D-day, the weekly average had been 93,000 gross tons.

Track mileage and equipment, which first was available to the army railroaders, was limited. In November, 1944, 1,274 locomotives were in use. These had come from U. S. Army depots in England. By May of this year, the service was using 1,563 locomotives which had been sent from the U. S. to Europe. In addition, 2,022 locomotives captured from the Germans have been put into service.

Aiding the tonnage increase also has been additional rolling stock. Whereas 19,117 freight cars were in operation in November, 1944, by the end of May, 1945, 30,327 were in use. In addition to this 31,047 captured cars have been put into operation.

Freight Cars on "Critical" List

A revised list of products "which are now, or expected to be, in short supply and which threaten to limit the production of essential products or the fulfillment of programs of high urgency," generally described as "critical" materials or products, was issued by the War Production Board July 10. Among other items mentioned were "Cars, railroad freight."

O. D. T. Cancels Most Over-Night Sleepers

Transfers 895 cars to Army's use; routes longer than 450 miles unaffected

The Office of Defense Transportation on July 7 issued its General Order No. 53, prohibiting the operation of sleeping cars on any run of 450 miles or less. This action followed the disclosure by Col. J. Monroe Johnson, director of the O. D. T., that the return of troops from Europe was proceeding much faster than Army estimates had indicated (as reported in *Railway Age* of July 7, page 36), and the widespread publicity given complaints of service men returning from overseas that they had been required to travel from Boston, Mass., to California in non-air conditioned coaches, three men per seat.

Army Gets 2/3 of Sleepers—The O. D. T. order, issued after a meeting of officers of the Army, O. D. T., Association of American Railroads, and the Pullman Company, will result in the withdrawal of 895 sleeping cars from regular civilian use and add that number to the pool available for the exclusive use of military personnel, it was stated by the O. D. T. Of a total of about 7,500 available Pullman sleeping cars, some 5,000 will then be engaged exclusively in the movement of service personnel, leaving 2,500, or one-third of the total, to handle all civilian travel. Moreover, much of the space in the cars remaining for civilian use is taken by the Army for personnel movements which are not part of organized troop travel.

While the schedule originally announced by the War department called for the return of the Army from Europe in eleven months, and provided that about 410,000 troops would arrive by ship at East coast ports in the months of June and July, plus 100,000 arriving by air, arrivals in June were one-third greater than anticipated. According to Colonel Johnson, "it now appears that July arrivals will be much greater than originally expected. In fact, July well may be the biggest month of the whole program for arrivals from Europe."

More Sleepers to Go—"As troops go across the Pacific in increasing numbers," he went on to say, "there may have to be further withdrawals of sleeping cars for their use, perhaps within the next month."

An indication of the magnitude of the task of moving troops returning from overseas away from the ports is suggested in the recent arrival in New York harbor of the liner "Queen Elizabeth," bearing some 13,000 service men. To move these men from the port required the use of 21 trains, made up of 233 coaches and tourist sleeping cars, 34 kitchen cars and 42 baggage cars, it is reported. Army practice requires the use of coaches for short trips, and about 6,000 coaches are now constantly employed in organized troop movements, it is understood.

6 Rides per Man—As pointed out in an A. A. R. memorandum, except for men who

are being discharged from the service, the Army's "redeployment" program requires a minimum of six railway movements for each man involved—from an East coast port to a "staging area"; thence to the "personnel center" nearest his home; then to his home on furlough and back to the personnel center; then to an assembly point for additional training; next to a staging area on the West coast; and finally from the staging area to a West coast port for embarkation. As a result, the 1945 passenger load is expected to be more than 100 billion passenger-miles, or about 10 per cent more than the 1944 total. To move this load, which is nearly $2\frac{1}{2}$ times the 1918 passenger-mile performance, the railroads have 30 per cent less passenger equipment than in 1918, the A. A. R. has explained.

Reports in the newspapers that troops returning from overseas had been required to travel across the country in day coaches, coupled with statements that they had seen German prisoners of war traveling in Pullmans during the trip, led to brief comment on the matter in Congress and to questioning of Under Secretary of War Patterson at his July 5 press conference.

Patterson Is Critical—Mr. Patterson's comment was as follows:

"The part of the story about German prisoners of war being carried in Pullmans is not true. The part of the story about our troops being carried from Boston to San Francisco without sleepers but in day coaches, and I think day coaches of the commuter type, is true.

"The War department has foreseen that possibility and has called the attention some weeks ago to the railroads and to the Office of Defense Transportation, and has in-

sisted that troops carried on long trips of that character be given suitable accommodations in sleepers or Pullmans. We have been promised relief, but adequate relief has not yet been forthcoming. I am sure that the Office of Defense Transportation and the railroads will give us the necessary cooperation and will make suitable accommodations available. We have been assured that they will.

"You may be sure and certain that the War department will press for decent and comfortable accommodations for troops in the course of railroad travel across the continent and in other parts of the United States on long trips. They should have Pullman or sleeper accommodations when they are being carried for extended trips. There is no question about it.

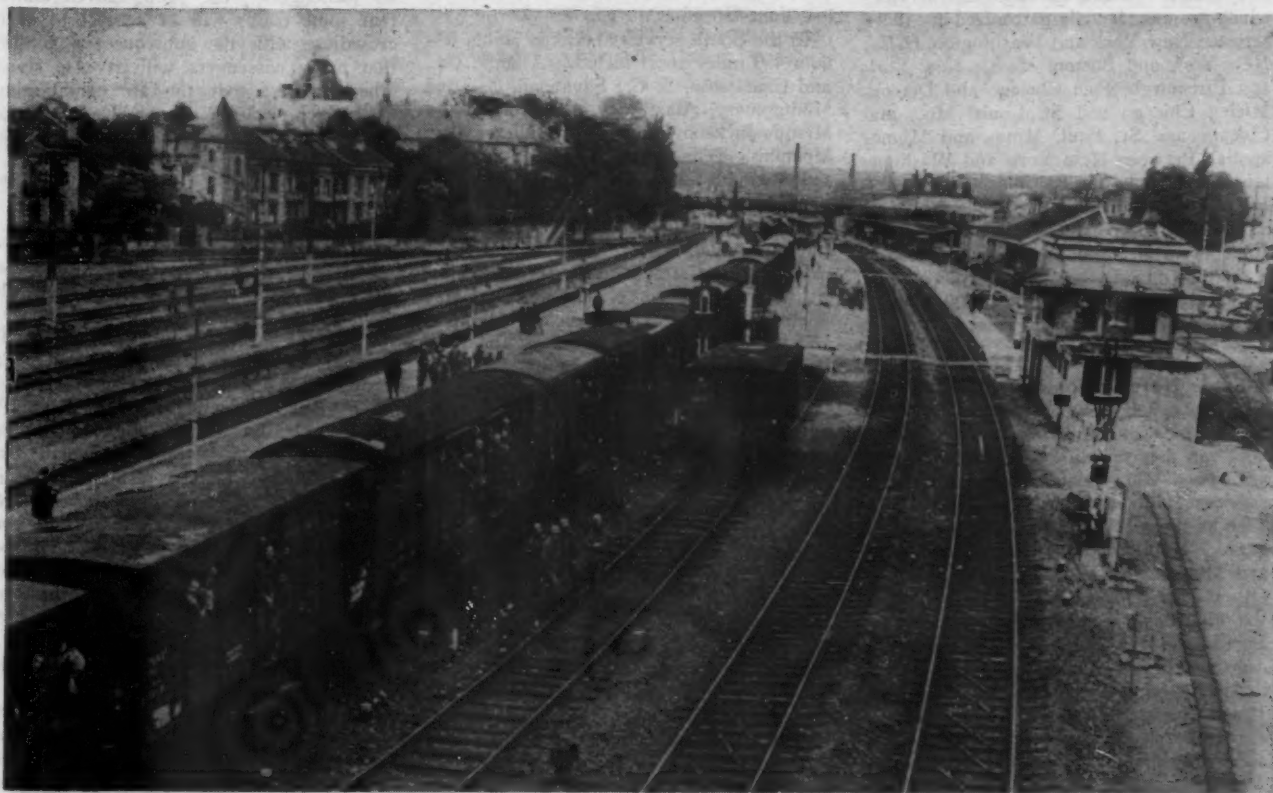
Patterson's Instructions—"The situation and all the facts in it were called to the attention of the responsible authorities by the War department and by the Navy by a letter under the date of June 26 covering this very thing, pointing out that the failure or inability to provide sleeper accommodations had resulted all too frequently in travel across the country by coach on the part of troops," Mr. Patterson went on to say. "It will require, of course, an adjustment in accommodations now enjoyed by regular travelers, or people who travel on short trips by rail, and the transfer of some of those accommodations over to long trips undertaken by troops. That is where the relief has got to come from."

In issuing General Order 53, the O. D. T. outlined its effect with the preliminary statement that the order prohibits the operation of sleeping cars to destinations 450

miles or less from point of origin, the distance to be measured by the shortest rail route over which sleeping cars operate between the points involved. The order requires delivery to the Pullman Company for assignment by it to military service of the same number of cars as are taken out of regular service by reason of the order. The Pullman Company is to select the particular cars affected.

"Withdrawal of these cars from civilian service will result in considerable inconvenience to many people but on the other hand, people must travel less frequently if our troops are to be redeployed to the Pacific theater of war with dispatch," this outline pointed out. "Any delay in transporting our troops will prolong the war with Japan. The order is designed to forestall any possibility of such delay."

Army to Get All Cars Cut Out—The order provides that, "on and after 12:00 o'clock noon on July 15, 1945 no common carrier by railroad or sleeping car company shall operate or transport any railway car containing sleeping space or sleeping accommodations to a point of destination 450 miles or less from the point of origin of such cars." Deadheading of equipment is excepted from these provisions. Carriers are required to deliver to Pullman sleeping cars equal in number to "cars of American ownership" taken out of service in compliance with the order. Pullman is to select the particular cars to be delivered, and to operate them in a pool "for the benefit of the military," assigning them "in such manner as in its judgment best meets the needs of the armed forces or as the Office of Defense Transportation shall direct."



Army Pictorial Service

No Pullmans for Troop Movement Here

Troops in Europe returning from the front to classification areas for "redeployment"

The order further provides that Pullman shall not assign any sleeping cars to any railroad for regular service in addition to those regularly assigned on the date of the order, except upon O. D. T. authorization, and that O. D. T. special or general permits may be issued to exempt specific operations. Railroads were directed to cancel all reservations for space after noon of July 15 on cars which are discontinued under the order. The order is to remain in effect until the termination of the war, "or until such earlier time as the Office of Defense Transportation by further order may designate."

Coaches Are Shy Too—Adjustments of schedules in compliance with this order were under way when this issue went to press, and clarification of a number of questions was still pending. In general, it was understood that most of the trains affected would continue in operation with coach service, and sleeping cars assigned to runs of more than 450 miles would of course not be affected. It was expected that coach accommodations might be augmented on some trains if the demand arose, but the extent to which this can be done will be determined by the availability of equipment. Where sleepers are in service between points more than 450 miles apart, it is understood that space may be sold between points less than 450 miles apart if it is available, but it is considered unlikely that much will be available for such sale.

The order will bring about discontinuance of sleeping car service between many important cities, where a large volume of travel is regularly handled, as well as many others where only one car in each direction is operated. Among discontinued services which are most heavily patronized are those between New York and Washington, D. C.; New York and Boston, Mass.; New York and Pittsburgh, Pa.; Chicago and Detroit, Mich.; Chicago and St. Louis, Mo.; and Chicago and St. Paul, Minn., and Minneapolis. Between New York and Washington, for example, the Baltimore & Ohio and Pennsylvania normally operate some 22 to 25 sleeping cars in each direction, having from 44 to 50 cars in service each night, it is understood. If each car carries 22 persons, therefore, at least 1,000 persons may be affected daily by the discontinuance of this one service.

Some Noted Runs Pulled Off—Pending preparation of new schedules the exact number of sleeping car routes affected had not been determined, but it was estimated as around 200. Some heavily patronized services will exceed the 450-mile limit, such as those between New York and Chicago, New York and Detroit, New York and Miami, Fla., and Chicago and Miami. Others barely exceed the 450-mile limit, on the other hand, such as the service between Boston and Washington and between Chicago and Kansas City, Mo.

Among others, sleeping car services between Chicago and the following points are expected to be discontinued under the 450-mile provision of the order: Minneapolis, Minn.; Calumet, Mich.; Cleveland, Ohio; Petoskey, Mich.; Cincinnati, Ohio; Toledo, Ohio; Columbus, Ohio; Dayton, Ohio; Nashville, Tenn.; Indianapolis, Ind.; Des

Moines, Iowa; Rochester, Minn.; Ishpeming, Mich.; Detroit, Mich.; Port Huron, Mich.; Bay City, Mich.; St. Louis, Mo.; Akron, Ohio; Springfield, Ohio; Springfield, Ill.; Harrisburg, Ill.; Louisville, Ky.; Mason City, Iowa; Quincy, Ill.; Davenport, Iowa; Peoria, Ill.; and Green Bay, Wis.

Routes between New York terminals and the following points, among others, are less than the 450-mile limit: Boston, Mass.; Montreal, Que.; Buffalo, N. Y.; Pittsburgh, Pa.; Washington, D. C.; Richmond, Va.; Norfolk, Va.; Cape Charles, Va.; Scranton, Pa.; Rochester, N. Y.; Syracuse, N. Y.; Utica, N. Y.; Springfield, Mass.; Ithaca, N. Y.; Bradford, Pa.; Baltimore, Md.; Oil City, Pa.; Emporium, Pa.; Concord, N. H.; Portland, Me.; Malone, N. Y.; Massena, N. Y.; Salamanca, N. Y.; Providence, R. I.; Lake Placid, N. Y.; Ogdensburg, N. Y.; Portland, Me.; St. Albans, Vt.; White River Junction, Vt.; and Burlington, Vt.

In the West and South—Other sections of the country are affected in proportion to the number of rail routes and the distances between important cities. In California, for example, the principal one-night sleeper run, that between San Francisco and Los Angeles, is 470 miles. Cars assigned to the Oakland-Dunsmuir service and the Oakland-Reno, Nev., service, on the other hand, come within the 450-mile limit. In the Northwest, services between Seattle, Wash., and Portland, Ore.; Spokane, Wash., and Seattle; Portland and Yakima, Wash.; Salt Lake City, Utah, and Boise, Ida.; Portland and Lewiston, Ida.; and Tacoma, Wash., and Portland are among those where the distance between terminals is less than 450 miles.

In the South services between points less than 450 miles apart include: Atlanta, Ga., and Charleston, S. C.; Savannah, Ga., and Montgomery, Ala.; Jacksonville, Fla., and Miami; Jacksonville and Fort Myers, Fla.; Memphis, Tenn., and Nashville; Atlanta and Memphis; Mobile, Ala., and Birmingham; Pensacola, Fla., and Birmingham; Memphis and Knoxville, Tenn.; Cincinnati and Asheville, N. C.; Atlanta and Wilmington, N. C.; Atlanta and Fayetteville, N. C.; Greensboro, N. C., and Atlanta; Richmond, Va., and Roanoke; Memphis and St. Louis; Shreveport, La., and New Orleans; Memphis and Chattanooga, Tenn.; Richmond and Charlotte; Nashville and Atlanta; New Orleans and Houston, Tex.; Houston and Dallas, Tex.; and Memphis and Shreveport.

Among others, routes less than 450 miles in length in the central states, in addition to those touching Chicago, include: St. Louis and Kansas City; St. Louis and Omaha, Neb.; St. Louis and Tulsa, Okla.; St. Louis and Cincinnati; St. Louis and Indianapolis; Cleveland and Cincinnati; Minneapolis and Omaha; Kansas City and Dodge City, Kan.; Pittsburgh and Cincinnati; Pittsburgh and Detroit; Detroit and Cleveland; Pittsburgh and Buffalo; Cincinnati and Detroit; Indianapolis and Cleveland; Indianapolis and Detroit; Dayton and Cleveland; Milwaukee, Wis., and Minneapolis; Duluth, Minn., and Minneapolis; St. Paul and Fargo, N. D.; St. Paul and Grand Forks, N. D.; Denver, Colo., and

Alamosa; and St. Paul and International Falls, Minn.

Reserve-Seat Coaches—Several eastern railroads have announced that reserve-seat coaches and parlor cars will be substituted for sleeping cars that have been withdrawn from civilian use.

The Pennsylvania has advised that "The Pittsburgher," solid sleeping-car train between New York and Pittsburgh nightly in each direction, will be operated as a reserved-seat coach train on the same schedule as heretofore. Overnight trains from which sleeping cars are removed will be filled out with additional coaches, the P. R. R. has indicated, though it suggests that with military demands for coaches remaining high, it will not always be possible to offer this relief.

The New Haven plans to transfer its New York-Boston all-sleeping-car train, "The Owl," into an all-parlor-car train, with free pillows and foot-stools for passengers, and special arrangements for free washroom accommodations at terminals at either end. A lounge car and diner also will be operated, and there will be cars for use of women exclusively and others for men. Cars will be set off at Providence. Due to leave Grand Central Terminal, New York, at 12:30 a. m., the cars will be available for occupancy at 11 p. m. and upon arrival at either Boston or Providence may be occupied until 8:30 a. m.

"The Narragansett," which leaves New York at 12:45 a. m., and which has had Providence and Boston sleeping cars, will become an all-coach train.

Hoping for "continued understanding by its passengers," the New Haven admits that some trains will be subject to overcrowding, with the subsequent possibility that many passengers will have to stand. They suggest that the air conditioning, under such circumstances, will not function as it would normally, and ask for the travelers' indulgence.

Civilians Elected Officers of Army Transportation Chapter

Civilians with transport and traffic connections have been elected to office for the coming year in the New York chapter of the Army Transportation. Colonel E. C. R. Lasher has been re-elected president of the chapter, but the new first vice-president is J. F. Stuart, vice-president of the New York Dock Company. The executive vice-president (Major Lester Wadsworth) has been re-elected, as have also the secretary (Captain J. W. Lovell) and the treasurer (Lt. Albin P. Davis). Civilian traffic and transportation men—none, however, from the railroads—fill three of five places on the chapter's directorate, and the new assistant treasurer likewise comes from civil life.

Jarvis Wins Army Citation

Lieut. Col. George M. Jarvis, III, of the United States Army Quartermaster Corps, and formerly division storekeeper of the Southern at Richmond, Va., has been awarded the bronze star medal for meritorious service while serving as regulating officer with his unit in France. The citation

which accompanied the medal reads in part as follows:

"Lieutenant Colonel George M. Jarvis, III, for meritorious service in connection with military operations as regulating officer at Morlaix, Brittany Base Section, France, from September 8, 1944, to October 10, 1944. Through his own initiative he made it possible to receive supplies through the small port, Morlaix, thus assuring continuous supply to the VIII Corps and other troops in Brittany. He also processed 'Red Ball' railway shipments for reconignment to units operating in Eastern France. Lieutenant Colonel Jarvis' sound judgment and extreme devotion to duty are highly exemplary."

Drops Daily Tank Car Reports

Suspension of daily telegraphic and mail reports from liquid commodity shippers and railway tank car operators was authorized July 7, by the Office of Defense Transportation. The action was taken, it was said, because additional tanker vessels have been made temporarily available for the coastwise shipment of petroleum, thus materially relieving the critical tank car shortage.

Col. J. Monroe Johnson, director of the O. D. T., said a careful study is being made of the entire tank car situation with a view to suspending other liquid commodity transportation regulations, as conditions permit. "However," he noted, "many of the tankers now in coastwise service may be withdrawn late this fall for foreign service, thus causing a tightening in the tank car situation. In such an event it might be necessary to reinstate the filing of daily telegraphic and mail reports."

Kendall Foresees No Easy Car Situation

(Continued from page 67)

"ties." The supply of stock cars has been ample to take care of livestock loading and all requirements "have been satisfactorily met."

Open Tops.—Discussing open top car conditions by types of cars, Mr. Kendall called attention to efforts the Solid Fuels Administration for War is making to increase the production of coal. "Unlike some other commodities," he added, "any deficiency of cars at the mines is an unrecoverable loss in production of coal. Every practical effort should be continued or intensified to unload coal cars promptly and to give loads and empties the best possible movement, in order to avoid serious deficiencies for this type of equipment at the mines."

With respect to gondolas, the C. S. D. chairman said that they continue to be substituted "to the fullest practicable extent" in the loading of commodities normally loaded in box cars. This, together with the increased movement to the Pacific Coast, "places an increased strain on the available supply." Tightest areas for gondolas are the Eastern-Allegheny-Southern districts, "where the supply is uncomfortably thin and spotty deficiencies are occurring."

The supply of plain flat cars continues "exceedingly tight," especially in those

same districts, "with some local deficiencies reported." Every flat "is urgently needed to meet the continued heavy demands," Mr. Kendall asserted. At the same time all requirements for heavy capacity flats "have been satisfactorily met," aside from "one or two instances of a special type unit." Demands for covered hoppers "continue heavy in all sections of the country"; and "the urgency for unloading this class of equipment in the most expeditious manner and doing everything practicable to get more nearly maximum efficiency, cannot be over-emphasized."

Temporary Surplus of Tanks.—The present easement in the tank car supply resulted from the availability of additional tankers for service from the Gulf coast area to both the Atlantic and Pacific coasts. The East coast rail movement of petroleum, which averaged 539,000 barrels daily during May, has dropped to 325,000 barrels and will probably not exceed 300,000 barrels per day during the next several months, Mr. Kendall reported. The West coast movement, which averaged 192,000 barrels per day during the week ended June 9, has since tapered off to an average of slightly less than 150,000 barrels, and further reductions to 100,000 barrels per day are expected. Mr. Kendall estimated that there is now a surplus of approximately 15,000 tank cars, and he mentioned the recent suspension of the penalty demurrage charges provided in I. C. C. Service Order 263 and the revocation of the O. D. T. order requiring daily wire tank car reports.

As noted above, this easement is as yet regarded as a temporary condition, for, as Mr. Kendall put it, "it is possible that during the late fall and winter months, tankers may be withdrawn for reassignment to war service, in which event, tank car movements will be restored in heavy volume." Thus the system of handling tank car movements of petroleum in symbol trains is being continued, no change in that plan being contemplated "unless there are further reductions in tank car movements and it is definitely known that tankers will be permanently available."

The general condition of freight houses "continued to improve" since the time of his previous report, Mr. Kendall said, although there was a "slight setback" due to labor not working over the July 4 holiday. In this connection the C. S. D. chairman recalled his previous report's suggestions of ways in which shippers could cooperate. These suggestions included industrial loading of trap cars in such a way as to permit their by-passing transfers, and use by shippers of O. D. T. permits to dispatch lightly-loaded cars to specified areas. The C. S. D. has been advised that many shippers are giving these matters "serious consideration."

In a brief discussion of passenger cars, Mr. Kendall said that recent War Department statements on "redeployment" plans "partly" indicate "the task confronting the railroads in meeting military requirements." Another brief section of the report was devoted to the Mexican interchange situation. There Mr. Kendall noted that the rate of return of U. S. cars from Mexico diminished during the past month

when there was a movement to the border "somewhat in excess of the ability of the National of Mexico to accept promptly." As a result, C. S. D. found it necessary to suspend for 10 days all outstanding permits for the movement of all commodities to Mexico, except certain foodstuffs.

Export freight data included in the report show that the June unloadings of export and coastal freight at all U. S. ports totaled 188,799 cars, an increase of 20 per cent above June, 1944. This increase was the net result of a 65 per cent rise in Pacific coast unloadings, which more than offset the 23 per cent drop in unloadings at Atlantic ports. The situation at the ports "continues excellent," Mr. Kendall said.

June car detention reports indicated that the percentage of cars detained by shippers beyond the 48 hours free time was the lowest on record—14 per cent as compared with 14.15 per cent for May and 17 per cent for June, 1944.

Third M. R. S. Mess Sergeant Commended for Excellence

A former clerk for the Chicago, Minneapolis, St. Paul & Omaha, S/Sgt. Jim E. Brandenburg, of Park Falls, Wis., has been commended by Brig. Gen. Frank S. Besson, Jr. (until recently director and general manager of the Persian Gulf Command's 3rd Military Railway Service) for "exceptional ability and devotion to duty" as mess sergeant of the 3rd M. R. S. Headquarters and Headquarters company.

In the citation General Besson remarked about insufficient mess help and limited facilities and observed that despite these conditions the "mess hall always has been clean and neat and the food has always been excellently prepared." And, he told the mess sergeant: "Your efforts have contributed much to the morale and efficiency of the organization."

Sergeant Brandenburg entered the Army in March, 1942, and has served more than two years in the Persian Gulf Command. A first cook when he went to Teheran, he has been mess sergeant of his company since August, 1944.

Transport Situation Concerns House Food Investigators

Concern over the "growing crisis in transportation as the weight of our war effort is shifted from Europe to the Pacific," was expressed in the latest report of the special House committee to investigate food shortages. This committee was headed by Representative Anderson, Democrat of New Mexico, until he resigned from Congress to become Secretary of Agriculture on July 1.

The report refers to a "tight feed situation" developing in the Eastern states, "due to a shortage of box cars to bring in feed grains from the Middle West." It adds that producers of perishable fruits and vegetables are experiencing difficulties in obtaining transportation for their products.

"The committee feels," the report goes on, "that additional measures must be taken to insure an adequate movement of feed to maintain the production of milk, eggs, and other livestock products in the

feed-deficit areas. Likewise every effort must be made to provide suitable transportation for essential perishable commodities.

"Also, the acute shortage of passenger equipment is endangering the recruitment, importation, and movement of Mexican and other nationals already committed to growers in acute labor-shortage areas. Workers have been held up for days at the Mexican border and in Florida because transportation was not available at the proper time. In recent weeks, the scheduled seasonal movement of prisoners of war from area to area has also been hampered by lack of transportation. . . . The committee strongly believes that these essential workers should be given priority over civilian travel during the next few months."

Another Bill to Curb Black Market Ticket Sales

Another bill to curb the "black market" in travel accommodations has been introduced in Congress by Chairman Lea of the House committee on interstate and foreign commerce. It is H. R. 3747.

It would amend section 1 of the Interstate Commerce Act by adding provisions making it unlawful for any person acting for or employed by a common carrier subject to the act to solicit or receive, directly or indirectly, any bribe or gratuity or promise thereof with respect to the furnishing of tickets covering passenger service accommodations. The new provisions would also give the Interstate Commerce Commission power in times of emergency to assume control over travel agencies and ticket brokers, including authority to fix their fees and require them to furnish bond. The maximum penalty for violation would be a fine of \$1,000 or imprisonment for one year, or both.

Dutch Reveal Equipment Losses and Electrification Plans

Holland, which was looted of more than 31,000 cars and locomotives during German occupation, now plans reconstruction of its devastated railways, the Netherlands Information Bureau in New York, has announced. One of its first jobs, if needed equipment and materials can be obtained from the United States and Great Britain, will be to electrify 1,550 miles of main-line railways, extending into the coal mining district in the southeast, into the textile section in the eastern provinces and into the dairy producing area of Friesland and Groningen provinces, in the north. It is estimated this project will take about three years to complete, with Dutch surveys and studies first to be made abroad.

Official figures on losses of railway equipment to the Germans are revealed, as follows: In 1940 there were 300 electric locomotives in Holland, today there are 85, of which only five are serviceable. Of the 57 Diesels in 1940, 20 now remain, all badly damaged. Steam locomotives which had totaled 850 before the occupation, now number 165. Of the 30,000 freight cars, 1,000 remain; of the 2,000 passenger cars, 250 are left; and of the 300 coal cars, there now are 100.

According to the information bureau, a large number of passenger cars which were sent to Germany were used to shelter bombed-out persons. It is reported that several Diesel units have been located in Roumania. Even bookkeeping equipment, office machines and tabulators were removed to Germany, the report adds.

757th Ry. Shop Bn. Takes Over German Locomotive Works

When Lt. Col. John W. Moe, former C. M. St. P. & P. roundhouse foreman and his Milwaukee-sponsored 757th railway shop battalion moved into Germany after 10 months at Cherbourg, they were confronted by the "huge task" of taking over the damaged Henshall & Sohn locomotive works, which Headquarters reports to be

"about equal in size" to the Baldwin plant at Philadelphia.

The German plant was a "debris-strewn mass of twisted girders, crumpled machinery and shattered locomotives and cars," when the 757th moved in. But the job of hastening the project goes on, and with most of the 4,000 employees who worked there before U. S. occupation, Headquarters reports. While some of the lathes and machinery are said to be intact, there is evidence of hastily abandoned work, the report states, and "all along the assembly line are locomotive frameworks, gun mounts and cannon undergoing the boring process."

Executive officer of this outfit is Capt. Charles E. Smith, of Devon, Pa., former foreman of the P. T. division of the Pennsylvania, at Philadelphia.

Materials and Prices

The following is a digest of orders and notices that have been issued by the War Production Board and the Office of Price Administration since June 30, and which are of interest to railroads:

Controlled Materials—Reference to a reseller of controlled materials has been eliminated from direction No. 48 to CMPR-1 by the W. P. B. The amended direction now refers only to purchases or sales of controlled materials by an intermediary. Reference to a reseller no longer is necessary in direction No. 48 as the "open ending" of PR-13 (special sales) permits a free flow of controlled materials through a reseller, W. P. B. explained.

Light and Medium Trucks—The O. D. T. recently announced a revised and simplified procedure for the allocation of new light and medium trucks that are scheduled to come off the nation's truck assembly lines in increasing quantities in the coming months. Effective August 1, O. D. T. district managers throughout the country will have full authority to allocate light and medium trucks and to issue certificates of transfer without forwarding requests to the O. D. T. Allocation Section in Washington, D. C., for approval, as is now done. The new procedure will speed up the rationing of trucks and greatly simplify truck dealers' efforts in selling and transferring vehicles.

Paints and Varnish — All types of paints, varnishes and lacquers will continue in short supply for the duration of the war in the Pacific, the Chemicals Bureau of the W. P. B. emphasized recently.

Baked or forced-drying synthetic enamels and lacquers required for coating production line items are in barely sufficient supply to meet current military requirements. However, the supply of these quick-drying finishes is slowly improving and it is believed that by the fourth quarter requirements for certain highly essential civilian reconversion programs can be met.

Pipe—Re-sellers of pipe who furnish threaded and coupled line pipe 8 in. and larger to fill orders for merchant pipe may charge the higher line pipe selling prices. This announcement was made, O. P. A. said, to clarify pricing for re-sellers of pipe, many of whom are now unable to obtain 8-in., 10-in. and 12-in. threaded and coupled merchant pipe that they order and are having to accept threaded and coupled line pipe in the same sizes. This situation has arisen because the W. P. B. requested steel mills to conserve space by carrying only one stock of 8, 10 and 12-in. threaded and coupled pipe. Because the line pipe is tested to a higher pressure, the steel mills chose to stock that class of pipe since it would qualify for both uses.

Port Orford Cedar—Allocation control over Port Orford cedar logs, lumber and veneer was removed recently.

Screws—The chief problem confronting the screw machine industry is its inability to set delivery dates on orders to fill requirements for items that do not have definite allotments of ma-

terials, the W. P. B. said in a report of the recent meeting of the Screw Machine Products Industry Advisory Committee. The industry's production is now almost entirely for military items and for civilian programs that carry firm allotments of materials and components, industry members said. As military cutbacks take effect and military requirements for screw machine products decline, it would be desirable to have other civilian orders booked. Discussion indicated that the automotive industry, normally the largest user of screw machine products, wants to place orders now to meet its requirements for the forthcoming civilian program.

Steel Inventories—Declining steel warehouse inventories, in addition to the inability to replace unrated orders on a rated basis after July 1, will limit warehouse deliveries of steel on an unrated basis in the third quarter, the steel warehouse industry advisory committee has told W. P. B. The two committees said warehouses would be forced to limit their unrated deliveries of each product to the tonnage of that product that they received from their suppliers on unrated orders.

Tire Chains—Controls on the production and delivery of tire chains have been relaxed because of the large cutbacks in military requirements already received, or to be received in the near future, it was felt that ample capacity now exists for the production of chains to meet civilian needs. The relaxation now becomes effective through the revocation of Limitation Order L-201 and the amendment of L-302. Welded coil chain sizes 3/16 and under (a light general purpose type) have been added to List B of Priorities Regulation 3 as amended.

Revocation of L-201 means that, with a few exceptions, production and deliveries of chain will be scheduled only in accordance with PR-1, which provides that rated orders must be given preference over unrated. Rated orders for civilian tire chains, however, are to be kept at a minimum.

Western Pine—Western pine lumber and better grades of heavy hardwood lumber produced in small mills have been released from the special controls on the distribution and use of these species and grades. Small-mill production cannot in general meet exacting specifications for war use and is limited in quantity. Therefore, it is not possible to utilize the small-mill output to any appreciable extent for the special purposes that are creating heavy demand for these species and grades, W. P. B. said.

Because western pine and restricted hardwoods (No. 1 common or better grades of eight species or equivalent grades) are in particularly short supply, allotment for the third quarter of 1945 was made only to the military, large industrial consumers, and certain other claimants, who were authorized to receive only specific amounts. Under Direction 2a (western pine) and Direction 6 (restricted hardwood) to the lumber control order, L-335, as amended today, the small amounts released from the directions' controls may be purchased without special certifications based on these authorizations.

GENERAL NEWS

Post-War Air Services Look Good in Preview

Plans call for big fleet of new planes to provide fast and comfortable travel

Nineteen domestic airlines expect their early post-war fleets to have 975 planes "operating at higher speeds with many new comforts and seating 36,180 passengers," according to a press release issued last week by the Air Transport Association. The announcement said that this post-war fleet, planned for the 1946-47 period, will be nearly three times larger than pre-war 1941 in number of planes and more than five times greater in seating capacity.

To assemble it, the 19 airlines have ordered "or have on option" 409 new planes seating 23,275 passengers. The cost of this new equipment is put at \$300,000,000, but it is stated that within five years this figure "will jump to \$750,000,000, including ground equipment." The planes on order are called "the latest models of aircraft incorporating many war-developed improvements in design, speed, and detail appointments." More than 200 of them will be four-engine craft.

"The air traveler, as a consequence of the program now under way," said the release, "may soon expect greater speed, comfort and service than he has ever experienced. With cruising speeds of over 300 miles an hour incorporated in many of the new models, the time for crossing the continent will be cut way below the 12 to 14 hour schedules now being regularly flown. Military transports have already made the hop across the continent in little more than six hours non-stop, but the commercial airlines at first will be content with a nine to ten hour schedule.

Planes on Short Hauls—"A passenger on fairly short trips of 125 to 225 miles, which are expected to become increasingly popular, may enjoy greater speed, more comfortable accommodations, and 'trolley-car' schedules without advance reservations. The short-haul planes will remain about the same size and have the same general characteristics of those now in general airline use. The passenger on longer flights within the United States and overseas will find himself riding in planes much more commodious than he has ever had the opportunity to use. They will be safer and run on much more frequent schedules.

"For overnight hops, there will be different combinations of staterooms, berths, and reclining seats with opportunity for the traveler to choose varying accommodations to suit his pocketbook. There will be plenty of elbow room with space for leg stretching in lounges and snack recesses. There will be pressurized cabins to maintain

low-altitude conditions at 'over-the-weather' heights, together with air conditioning, both individual and thermostatic temperature control, and individual ventilation. . .

"Some of the largest planes will have double decks, speeding loading and unloading of express, mail and baggage. Radio, movies and telephone service may before long be available for some of the long trips. . . The new planes will have greatly enlarged compartments for cargo, anticipating the time when all first class mail will go by air. . . Some of the planes will have quickly adjustable cargo space, so that the number of seats and size of cargo hold can be increased and decreased depending on the proportions of the load. Next step contemplated is a plane specially designed for cargo which would have greater corresponding capacity and loading ease."

Other statements in the release include predictions that the post-war period will bring the "virtual elimination of canceled schedules on account of weather; even greater safety than now enjoyed; and lower operating costs, which will be reflected in lower fares."

Indefinite Postponement of Wool Rate Hearings

While denying railroad petitions requesting that it defer hearings in its No. 28863 investigation of freight rates on wool and mohair throughout the United States "for the duration of the war with Japan," the Interstate Commerce Commission has ordered that the hearings be "postponed indefinitely." The order was dated July 2. As noted in the *Railway Age* of May 26, page 957, this proceeding was recently reinstated by the commission after it had been ordered discontinued in 1943.

D. & R. G. W. Arbitration Board

The Switchmen's Union of North America and the Denver & Rio Grande Western have agreed to submit to arbitration a controversy involving the former's demand for termination of a working agreement which permits the carrier to use road men in yard work. Dr. I. L. Sharfman is the "neutral" arbitrator agreed upon by representatives of the parties, and other members of the arbitration board are R. K. Bradford, executive assistant to the trustees of the road, and C. E. McDaniels, acting vice-president of the union.

Representation of Employees

Engineers, firemen, hostlers, and yardmasters employed by the Fore River have chosen the Brotherhood of Railroad Trainmen as their collective bargaining representative under the Railway Labor Act, according to results of recent elections which have been certified by the National Mediation Board. These employees were not previously represented by any organization.

Shows Revenue Effect of Class Rate Order

I. C. C. bureau estimates 1942 freight gross would have been off \$5,000,000

Railroad freight revenues of 1942 would have been reduced by \$5,000,000 if there had been in effect during that year the ad interim revision of the class rate structure which is required by the Interstate Commerce Commission's recent decision in the No. 28300 proceeding. That is the finding of a well-hedged estimate included by the commission's Bureau of Transport Economics and Statistics in the latest issue of its "Monthly Comment on Transportation Statistics."

As noted in the *Railway Age* of May 26, page 937, the decision requires a 10 per cent decrease on intraterritorial class rate traffic in the South and West (excluding Mountain-Pacific territory), and on all interterritorial class rate traffic; and a 10 per cent increase on intraterritorial class rate traffic in Official territory. The bureau estimate shows that, on the basis of 1942 traffic, the effect would have been an increase of \$16,000,000 in Official-territory revenues, and decreases, respectively, of \$7,000,000 and \$14,000,000 in Southern territory and Western territory, excluding Mountain-Pacific. Thus the net effect on railroad freight revenues as a whole would have been a decrease of \$5,000,000.

How the Estimate Was Made—The bureau made its estimate subject to the following comment: "Any estimate of these revenue effects can at best be only a rough approximation. The available figures on which a separation between inter- and intraterritorial traffic and revenues and between class rate traffic and revenues and other traffic and revenues can be based are contained in an analysis made by this bureau from the waybills collected by the Office of Defense Transportation for two days in 1942 and a one-day revenue study made from those bills for one of those days. Similarly, the available data for a separation of territorial I.C.C. revenues between class rate and other traffic are the figures in a one-week waybill study made by the Association of American Railroads, September 8-14, 1939."

Moreover, it was noted that the estimated decrease of \$14,000,000 for Western territory is "probably overstated," because the traffic figures for that territory included "some traffic upon which the rates already approach those in Official territory and will not be subject to the 10 per cent increase."

The comment's regular monthly review

of railroad operating results showed that the freight revenue of the Class I roads in May, on a daily basis, was 1.3 per cent below April but 4.4 per cent above May, 1944. The freight revenue index (based on the 1935-39 monthly average of 100) was 233.3, down 3.1 points from April's 236.4, which was the highest since December, 1943. The March index was 232.1, while February's was 221.4.

May passenger revenues, on a daily basis, were up 4.1 per cent from April but 7.4 per cent below May, 1944. The passenger revenue index at 396.7 was up 15.5 points from April's 381.2; but the bureau noted that it was "still low in comparison with all the months of 1944."

Operating Ratios Compared—A tabulation in the statement compared the operating ratios of Class I line-haul roads for the five months ended with May in the five-year periods 1926-1930 and 1941-1945—both periods of heavy traffic. The figures indicated that the improvement in the ratios in the 1941-1945 period over those of 1926-1930 was much more pronounced in the Southern region (a drop of 13.9 percentage points), Northwestern region (11.4 points), Central Western region (11.4 points), and Southwestern region (16.7 points) than in the regions of the Eastern district. The New England region showed a decline of only 6.1 points, Great Lakes, 6.6 points, Central Eastern, 5 points, and Pocahontas, 8.4 points.

The bureau called attention to the fact that the 1943 ratios were the lowest of the 1941-1945 period in all regions; and that the 1944 and 1945 ratios were considerably higher, "primarily as the result of increases in the cost of labor and of material and supplies."

Another tabulation set up indices of freight service unit costs on the basis of 1939 as 100. These figures showed that costs per loaded freight car-mile and per trailing gross ton-mile have been increasing while the costs per revenue ton-mile have gone down. The 1943 cost per loaded freight car-mile was 114 per cent of the 1939 base, and the per-trailing-gross-ton-mile index was 107; but the per-revenue-ton-mile index was 90. The bureau stated that changes in the consist of traffic would not affect the car-mile indices by over two percentage points and the gross ton-mile and revenue ton-mile indices by over one percentage point.

Effect of Heavy Loading—"The ability of the carriers to hold down their costs per revenue ton-mile," it added, "was due, no doubt, in substantial part to the heavier loadings per car which . . . rose from 34.48 tons in 1939 to 38.86 tons in 1943. The Pocahontas region was the only area which showed an increase in the costs per revenue ton-mile between 1939 and 1942 and 1943 [its 1943 index was 104]. In this territory the increase in the average load per car was relatively small. . . . Another factor of less significance was a small reduction in the ratio of empty to loaded car-miles."

Further refining the data on costs per revenue ton-mile, the bureau eliminated the effect of changes in the average length of haul and showed the relative costs for performing a fixed amount of transportation service—an assumed haul of 300 miles.

House Committee Plans Broad Transport Studies

Broad studies of the nation's transportation system and problems are planned by the recently-created transportation subcommittee of the House committee on interstate and foreign commerce. The committee's chairman, Representative Lea, Democrat of California, also heads the transportation subcommittee, and the study program was expected to be outlined in a statement to be issued by him in the latter part of this week when he introduces a House resolution seeking authority to undertake the survey.

The proposed study was discussed by the transportation subcommittee on July 9 when it met in executive session and heard Edward A. Moree, vice-president of the Transportation Association of America. Chairman Lea stated on July 11 that the subcommittee's plan would be to invite various interests to submit their views, the invitations going, among others, to transportation agencies, shippers, economists, and traffic clubs. He also stated that the committee may employ a staff assistant to digest and organize the material submitted, but no public hearings are planned at this time.

These 300-mile-haul indices, also with 1939 as 100, were based on operating expenses, rents and taxes (excluding federal income taxes), and were computed both with and without an allowance for a 6 per cent return on property investment. The bureau analyzed the figures as follows:

Cost Reduction Not Great in East—"For the five-year period [1939 to 1943] the costs, excluding return, declined about three per cent for the United States as a whole. This decrease is a composite of a 5 per cent increase in the Pocahontas region, and relatively large decreases of 11 and 8 per cent, respectively, in the South and West. The Eastern district costs showed no change in 1943 as compared with 1939. Including a 6 per cent rate of return, there were large decreases in the United States as a whole [14 per cent] and all four of the areas used in the comparison, except Pocahontas where the index figure fell to only 97.

"These figures appear to indicate that the increased volume of traffic in the South and West has resulted in appreciable reductions in unit costs despite increases in the costs of materials and labor, including overtime paid at punitive rates, but that this has not been true in the East and in the Pocahontas region. A plausible explanation of this was offered in Docket 28300 where evidence was introduced indicating that the carriers in the Eastern district were operating closer to the capacity of their plants in the pre-war period than was true in some of the other regions and districts. If so, the expenses in this district would tend to a greater extent to be affected upward by added traffic."

Passenger Service Profitable—With respect to recent trends in passenger earnings, the bureau presented figures showing that passenger service contributed \$234,123,000 of 1944's net railway operating income of \$1,106,327,000. It went on to calculate that this net railway operating income would have been less than \$40,000,000 above that of 1937 or 1939 [\$590.2 million and \$588.8 million, respectively] if the 1944 freight revenues had been obliged to absorb a passenger deficit equal to those of either of the two former years. For the five-year period 1937 to 1941 the average annual passenger service deficit was \$247,181,000.

Without making any specific prediction in that connection, the bureau suggested that post-war passenger traffic may be expected to drop "considerably" from the war-time levels "with perhaps recurring deficits in the passenger service net railway operating income." At the same time it anticipated that the railroads will make every effort to compete for post-war passenger business "by replacing old and outmoded passenger cars with modern equipment, having improved seating comfort, air conditioning, better lighting, higher train speeds, and perhaps lower fares." Meanwhile, "post-war tax reductions may also serve to some extent to cushion possible declines in passenger revenues."

To show comparative figures on service per freight car, the bureau presented data for the first four months of each year from 1939 to 1945. During that period the net ton-miles per freight car-day increased 124.7 per cent, from 469 to 1,054. This gain, it was stated, is not all attributable to "improved operating methods," but "is the result of a combination of factors, including changes in the composition of traffic, heavier loading, longer haul, reduction in the number of 'surplus cars,' and reduction in the number of unserviceable cars on line." The 1939-1945 increase in the average load was 24.8 per cent; the average haul increased 19.1 per cent; and percentage of unserviceable freight cars dropped 76.5 per cent.

Traffic Easing Off—The bureau's traffic forecast for the present month indicated that carloadings will be 0.5 per cent below the July, 1944, level. This net figure results from an estimated decrease of 1.1 per cent in carload loadings and a 4 per cent increase in l.c.l. loadings. Carload loadings for this year's second half are estimated at 19,276,240 cars, a decrease of 140,838 cars or 0.7 per cent, below the comparable 1944 total. The discussion of the July loading forecast included a warning that "easing of equipment tightness does not follow from the expected decrease in carloadings."

"Initial demands for box cars combined with anticipated longer turnaround time," the bureau went on, "indicate that this type of equipment must be used with great care and efficiency, with all possible substitution of other types of cars. This substitution will in turn increase the tightness of other cars, with one exception, refrigerator cars. An increase in refrigerator car demand is concentrated primarily in the Central Western district. Consequently, Service Order No. 104, providing

for loading of refrigerator cars in lieu of box cars for western points, is of utmost importance in directing refrigerator cars into the Central West and in relieving some of the strain on box cars."

Looking over the 1944 lake-cargo-coal movement, the bureau noted that 20 railroads handled 53,981,331 tons of that traffic. "This contribution," it added, "was 16.8 per cent of the total tons of bituminous coal originated on their lines. . . . Contributions of over 1,000,000 tons to the lake cargo coal traffic came from 11 roads including 11,657,105 tons from the Norfolk & Western or 23.7 per cent of its total, and 15,216,112 tons from the Chesapeake & Ohio or 23.2 per cent of its total. Louisville & Nashville was third with 6,487,342 tons or 18.9 per cent of its total."

Chinese Engineers Will Study American Motor Transport

Eighteen Chinese graduate engineers, who recently arrived in this country with a party of 600 Chinese brought here for a year of special training, have been assigned to 10 motor transportation companies by American Trucking Associations cooperating with the Chinese Supply Commission and the Foreign Economic Administration.

The A. T. A. announcement of the training program said that the engineers will study all phases of truck operation, including terminal management and vehicle maintenance in the following cities: Chicago; Los Angeles, Calif.; St. Louis, Mo.; Baltimore, Md.; New Britain, Conn.; Louisville, Ky.; St. Paul, Minn.; Scranton, Pa., and Mattoon, Ill.

Correction

In the article entitled "New Pecos River Bridge Has High Piers" that was published in the *Railway Age* of May 26, page 930, which described the construction of a new bridge across the Pecos river by the Texas & New Orleans (Southern Pacific Lines in Texas and Louisiana), the statement was made that the method used for building the piers was "adopted by the contractor, following plans and details prepared by the consulting engineer, C. M. Davis. . . ." It should have been stated more specifically that Mr. Davis was the consulting engineer only for the contractor handling the substructure work. As mentioned in the last paragraph of the article, the bridge was designed and its construction supervised by Modjeski and Masters, consulting engineers, Harrisburg, Pa.

June Employment 0.44 Per Cent Above Previous Year

Railroad employment increased 1.89 per cent—from 1,426,624 to 1,453,629—during the one-month period from mid-May to mid-June, and the June total was 0.44 per cent above that of June, 1944, according to the preliminary summary based on reports from Class I line-haul roads and prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index number, based on the 1935-1939 average, was 140.5 as compared to 140.3 for the previous month and 139.9 for June, 1944.

Employment in June was above that of May in all groups except train and engine

service where the decline was 0.39 per cent. The increases as compared with the previous month ranged from 6.79 per cent for the maintenance of way and structures group to 0.31 per cent for executives, officials, and staff assistants. All groups except maintenance of equipment and stores (down 0.94 per cent) and train and engine service (down 0.24 per cent) were above June, 1944, the increases ranging from 2.4 per cent for executives, officials, and staff assistants to 0.99 per cent for the transportation group embracing other than train, engine and yard employees.

Freight Car Loading

Loadings of revenue freight for the week ended July 7 (which included the July 4 holiday) totaled 726,404 cars, the Association of American Railroads announced July 12. This was a decrease of 167,337 cars or 18.7 per cent below the previous week, a decrease of 17,943 cars or 2.4 per cent below the corresponding week last year, and a decrease of 82,226 cars or 10.2 per cent below the comparable 1943 week.

Loading of revenue freight for the week ended June 30 totaled 893,741 cars and the summary for that week, as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading			
For the Week Ended Saturday, June 30			
District	1945	1944	1943
Eastern	162,853	163,429	162,895
Allegheny	196,788	200,385	170,936
Poconantas	53,817	53,484	55,638
Southern	125,833	122,599	114,392
Northwestern	136,919	134,666	142,744
Central Western	141,477	145,057	131,515
Southwestern	78,054	77,590	73,962
Total Western Districts	356,450	357,313	348,221
Total All Roads	893,741	897,210	852,082
Commodities			
Grain and grain products	62,383	58,600	60,479
Live stock	13,308	13,950	11,757
Coal	174,507	174,492	145,178
Coke	14,668	14,331	12,856
Forest products	47,235	50,039	44,614
Ore	76,234	80,971	89,692
Merchandise l.c.l.	108,107	106,991	100,596
Miscellaneous	397,299	397,836	386,910
June 30	893,741	897,210	852,082
June 23	876,442	880,311	760,930
June 16	872,674	877,493	868,286
June 9	884,285	873,174	854,486
June 2	837,520	810,698	667,609

Cumulative Total
26 Weeks . . . 21,261,945 21,285,201 20,331,377

In Canada.—Carloadings for the week ended June 30 totaled 72,171 as compared with 74,445 for the previous week and 63,531 for the corresponding period last year, according to the compilation of the Dominion Bureau of Statistics.

	Total Cars Loaded	Total Cars Rec'd from Connections
Total Cars in Canada		
June 30, 1945	72,171	37,038
July 1, 1944	63,531	36,880
Cumulative Totals in Canada:		
June 30, 1945	1,767,248	963,216
July 1, 1944	1,791,060	1,022,014

Passenger Car Production to Start in Fall

The recent War Production Board order, permitting construction of new railroad passenger cars for the first time since 1942 and assigning priorities for their production, may put some new cars in service this year, provided materials of a thousand and one different classes can be adequately assem-

bled. It means an expanding volume of deliveries of new cars in early 1946.

This is the opinion of the Pullman-Standard Car Manufacturing Company, whose officers say that even in peace-time with everything going normally it takes five or six months to produce a passenger car from the time an order is placed, and that volume production requires a steady integrated flow of thousands of items, including hard-to-get textiles. Cars, it is pointed out, are built to the individual specifications of the railroad, which requires engineering for each lot of cars and assembling materials for each type of car.

For volume production, a co-ordinated flow of hundreds of materials is necessary and a single missing part may tie up the entire shop, according to Wallace N. Barker, vice-president of the company, who said, "It has been the hope of our company to complete construction of some of the hundreds of new design cars it now has on order before the end of 1945. To do so, however, we must have hundreds of different types of raw, semi-finished and finished materials. Contrary to the general belief, rolled steel on a dollar basis makes up only slightly more than 6 per cent of all that goes into a lightweight passenger car."

P. R. R. Comptrollers Elected to Controllers Institute

Gilbert H. Heim and J. Louis Heywood, assistant comptrollers of the Pennsylvania, at Philadelphia, Pa., have been elected to membership in the Controllers Institute of America, a technical and professional organization of controllers devoted to improvement of controllership procedure.

I. C. C. Bars Sunday Loading to Relieve Freight Congestion

Effective July 9, the Interstate Commerce Commission has prohibited the loading of freight cars in California and Arizona on Sundays. Freight may not be loaded between 10 p. m. Saturday and 12:01 p. m. Monday.

The I. C. C. states that cars loaded in violation of the order, which will remain in effect until August 31, will not be transported.

Senate Hearings on Labor's Security Bill

A Senate interstate commerce subcommittee headed by Senator Johnson, Democrat of Colorado, will begin hearing July 23 on S. 293, the Senate version of pending legislation embodying the Railway Labor Executives Association program for liberalizing the Railroad Retirement and Railroad Unemployment Insurance acts. S. 293 is sponsored by the committee's chairman, Senator Wheeler of Montana, and Senator Wagner of New York, Democrats; it is a companion measure to H. R. 1362, the House bill sponsored by Representative Crosser, Democrat of Ohio.

The Senate committee has received reports on the bill from the Railroad Retirement Board and the Bureau of the Budget. The former favors the legislation, but Railroad Member Frank C. Squire did not join in that recommendation. The Bureau of the Budget stated that President Tru-

man favors legislation along the line of H. R. 1362 and S. 293. As noted in the *Railway Age* of May 5, page 807, interested railroad labor leaders came away from an April 27 White House visit with the impression that the new Administration contemplated no change in the late President Roosevelt's policy in that connection. President Roosevelt had endorsed "the objectives" of the bills.

The House committee on interstate and foreign commerce has held extensive hearings on the Crosser bill; and it voted last week to postpone committee consideration of the measure until Congress returns from its summer recess (see *Railway Age* of July 7, page 43).

O. D. T. Eases Truck Allocation Procedures

The Office of Defense Transportation last week announced that, effective August 1, district managers throughout the country will have full authority to allocate light and medium trucks and to issue certificates of transfer without forwarding requests to Washington, D. C., for approval, as is now done. The new procedure will speed up the rationing of trucks and greatly simplify selling and transferring vehicles, it was said.

No changes will be made in the method of submitting applications, however, and the application form will not be changed. Certificates of transfer for heavy duty trucks (light heavy and heavy heavy) over 16,000 lbs. gross vehicle weight, and trailers, will continue to be forwarded by district managers to the Washington allocation section for final approval. The decentralization move will mean a reduction in personnel in the Washington allocation section of nearly 40 per cent.

Wiprud Quits Anti-trust Job

The resignation July 10 of Arne C. Wiprud as chief of the Transportation and Public Utilities section of the Anti-trust division of the Department of Justice was announced last week by the new Attorney General, Tom C. Clark. Following four years spent in charge of this section, Mr. Wiprud is entering private law practice in Washington in association with Thurman Arnold, former head of the division, whose resignation from a federal judgeship was recently announced.

At the same time, Assistant Attorney General Wendell Berge, now in charge of the Anti-trust division, announced the appointment of James E. Kilday to succeed Mr. Wiprud as chief of the section. Early in his career, according to the Department of Justice statement, Mr. Kilday was a railway telegraph operator and station agent. In 1923, after his admission to the Texas bar at the age of 33, he joined the legal staff of the International-Great Northern, later going into private practice in Texas. In 1939 he was appointed director of motor transportation in Texas, having supervision of bus and truck travel in that state. He joined the staff of the Anti-trust division in 1943.

Having specialized in transportation law since 1925, Mr. Wiprud first was employed by the Department of Justice in 1933, when he was engaged in working in the Lands division on the "9-ft. channel" proj-

ect on the upper Mississippi river. He again was in private practice from 1937 to 1941, when he was made chief of the newly-created Transportation section of the Anti-trust division. His resignation became effective only a few days after Mr. Clark took up his duties as Attorney General, succeeding Francis Biddle.

Emergency Board in Chicago Electric Lines Dispute

President Truman on July 6 created an emergency board to investigate wage disputes which had brought strike threats to the Chicago, North Shore & Milwaukee and Chicago, Aurora & Elgin. The employees involved are represented by the Brotherhood of Locomotive Firemen & Enginemen and Brotherhood of Railroad Trainmen, and their demand is for so-called standard steam railroad rates of pay, which would involve increases ranging from 12½ to 16¼ cents per hour.

Members of the emergency board are: John W. Yeager, justice of the Supreme Court of Nebraska; Robert W. Woolley, former member of the Interstate Commerce Commission; and Roger I. McDonough, justice of the Supreme Court of Utah.

Big Four Law Department Discontinues Cincinnati Office

The New York Central System, through Jacob Aronson, vice-president, law, has announced that the separate "Big Four" law department, with headquarters at Cincinnati, Ohio, has been discontinued.

Big Four law work in Indiana, Illinois, Kentucky and Missouri henceforth will be handled by the company's law department at Chicago. The company's law department at Cleveland, will exercise jurisdiction over all law work in Ohio, West Virginia, and will continue its present jurisdiction in western Pennsylvania. Big Four law work in Michigan will be transferred to the company's law department at Detroit, which also will continue present jurisdiction in Canada.

In New York state, all law matters west of Buffalo will be transferred from the law department at Cleveland, to the jurisdiction of the general attorney at New York.

O. D. T. Drops Wooden Barges

Discontinuance of the use of emergency wooden barges in the water-rail movement of heavy fuel oil between Texas refineries and Norfolk, Va., has been announced by the Office of Defense Transportation. The oil was transported by barge from Texas ports over the Gulf Intercoastal Canal to Panama City, Fla.; and from there by rail to Norfolk.

The use of tankers, now temporarily available for the Atlantic Coast trade, has made the use of wooden barges unnecessary at this time, it was explained.

C. I. O. Wins Santa Fe Vote in First Major Railway Test

The Congress of Industrial Organizations (C. I. O.) last week won a major victory when, following the counting of ballots in a collective bargaining election conducted by the National Mediation Board

at Chicago, it was announced that 6,100 votes in favor of the C. I. O. were cast by maintenance-of-way employees of the Atchison, Topeka & Santa Fe. The final count showed the above number of votes for the C. I. O., as against 5,020 for the Brotherhood of Maintenance of Way Employees (American Federation of Labor).

Following announcement of the election results officers of the C. I. O. declared that the next move on the program of the organization to invade the railroad field permanently will be a similar election to be conducted by the National Mediation Board among 49,991 shop craft employees of the Pennsylvania. This election will be held on August 1.

I. C. C. Again Advises Signal-Connected Derails

As a result of a side collision May 31 at Wabash, Ind., involving two Wabash freight trains, the Interstate Commerce Commission has recommended that that road install derails coordinated with electric switch locking at clearance points on sidings in automatic block signal territory on the affected district. The recommendation was included in the report of an investigation under the direction of Commissioner Patterson.

The accident occurred at the fouling point at the west end of a siding which parallels the single-track main line at Wabash, 42 miles west of Fort Wayne on the line from that point to St. Louis, Mo. Trains were operated by timetable, train orders and an automatic block signal system. The maximum authorized speed for passenger trains is 80 m. p. h. and for freights 50 m. p. h. The average daily movement on this district in the 30 days preceding the accident was 27.8 trains.

The rules required that an interval of 2 min. must elapse after a hand-operated switch is thrown in automatic signal territory before the main track is fouled. In addition, they required that flag protection must be provided until the entire movement from a siding into the main track is completed and normal speed has been attained. In this case, at about 2:04 p. m. westbound freight No. 73 moved from the siding into the main track without these rules being observed, the report indicated. The fireman then observed the approach of westbound extra 2820-2923 on the main track; No. 73 was stopped and reversed, and was moving backward into the siding at about 5 m. p. h. when struck on the side by extra 2820-2923, which was moving about 15 m. p. h. Two employees were injured and there was considerable damage to equipment.

The signals in the vicinity were so arranged that a train fouling the main line at the west siding switch, or lining that switch for movement from the siding to the main track, would cause signals located 26 ft. and 3,476 ft. east of the point of collision to display stop, while a signal 11,189 ft. east of the same point would display approach. As extra 2820-2923 approached the point of the accident, however, the signals it passed displayed proceed. When the train was about 800 ft. east of the west siding switch No. 73 was seen to be fouling the main track, and the brake valve was moved to emergency.

"If an interval of 2 min. had elapsed after

the switch was lined for entry to the main track, this accident could have been averted," the report stated, as the restrictive aspects of the signals would then be effective. Continuing, it pointed out that the commission has investigated nine other accidents in the past two years in which the main track was fouled immediately in front of an approaching train, without adequate protection being provided, eight of these accidents being in automatic block signal territory. "In view of the high authorized speed and volume of traffic on this line," the report concluded, "all available facilities for adequate protection should be provided. Derails located at the clearance points and arranged to operate in conjunction with electrically locked switches would prevent trains from fouling the main track immediately in front of an approaching train."

A similar recommendation, resulting from a collision of this type, was noted in *Railway Age* of June 9, page 1031.

"Havana Special" Derailment at Open Switch Described

As a result of the derailment of the Atlantic Coast Line's northbound "Havana Special" at Walthourville, Ga., on June 5, the Interstate Commerce Commission has issued a report, prepared under the supervision of Commissioner Patterson, recommending that this road install electric switch locking at main track hand-operated switches in high speed automatic block signal territory. The 17-car train, First No. 76, pulled by a 3-unit diesel-electric locomotive, was moving at 64 m. p. h. when it was derailed. There were no fatalities, but 58 passengers, 6 mail clerks and 18 employees were injured.

Walthourville is about 19 miles north of Jesup, Ga., on the road's main line from Jacksonville, Fla., to Savannah, Ga., in double-track territory where trains moving with the current of traffic are operated by timetable, train orders and an automatic block signal system. The derailment occurred when the train entered an open switch leading to a siding placed between the two main tracks. The switch is of the hand-throw intermediate-stand type, provided with two targets. The signals immediately south of the switch, governing northbound trains, are 0.63 mile and 1.67 miles distant, and the circuits are arranged so that these signals display stop and approach, respectively, when the switch is lined for movement into the siding. Walthourville is located on a tangent 43.5 miles in length, where the authorized maximum speed for this train was 75 m. p. h.

On several days prior to this accident, the northward track just north of Walthourville had been out of use, during the process of relaying rail, and No. 76 had moved through the siding into the southward track, on which it continued against the current of traffic. On the day of the accident, train orders had been issued for southbound trains to use the northward track from Walthourville south, but no order was issued taking the northward track out of service north of that point. The front brakeman of a freight standing at Walthourville, misunderstanding these orders and assuming that No. 76 would

cross over to the southward track, as on previous days, opened the switch for this movement without having been instructed to do so, after the train had passed the automatic signals which would have warned the enginemen of this action. The engineer discovered that the switch was lined for movement into the siding when the train was about 550 ft. south, and the derailment occurred before the speed was materially reduced by an emergency brake application.

The engine and first to eighth cars, inclusive, were derailed. The three units of the engine stopped practically upright and in line with the siding, 371 ft. north of the point of derailment. The first to sixth cars stopped in various positions across the tracks, while the seventh car remained upright and in line with the siding. The first four cars were head-end cars, while the next four were coaches. One baggage-express car was demolished, and the locomotive units and other derailed cars were considerably damaged.

Commenting on the circumstances of the accident, the commission's report said, "Regardless of the misunderstanding had by the brakeman, if electric switch locking had been provided in this territory he would have been unable to operate the siding switch after First 76 had entered the controlling circuits, and this accident would have been prevented."

Tax Relief for Reorganized Railroads

The so-called interim tax bill, designed to facilitate "reconversion," was passed by the House on July 6 with a provision stipulating that a railroad corporation acquiring properties of a reorganized road shall be the "same taxpayer" as its predecessor corporation insofar as carry-overs or carry-backs of net operating losses and unused excess profits credits are concerned. The bill is H.R. 3633.

The railroad provision was explained in the ways and means committee's report as follows: "Under existing law, if a railroad corporation is reorganized in a receivership proceeding or in a proceeding under section 77 of the National Bankruptcy Act, as amended, and the reorganization is effected through the organization of a new corporation, any carry-overs of net operating losses or unused excess profits credits of the old corporation cannot be used by the new corporation, and any carry-backs of such losses or unused credits arising from the operations of the new corporation cannot be used to obtain refunds of taxes paid by the old corporation. The reorganized company is regarded as a different taxpayer from the old company. Consequently, railroads coming out of receivership are treated differently in relation to carry-backs and carry-overs, such treatment being dependent upon whether they can be reorganized under the same charter or under a new charter.

"The bill removes this discrimination by treating a railroad, reorganized by securing a new charter, as the same taxpayer as the old railroad insofar as the net loss and unused excess profits credit carry-overs and carry-backs are concerned. . . . This new treatment . . . applies to all taxable years beginning after December 31, 1938, in the

case of the net loss, and to taxable years beginning after December 31, 1939, with respect to the unused excess profits credit."

Most of the House debate on the bill centered around this railroad provision which drew considerable fire. However, the bill was passed on a roll-call vote of 246 to 91 after a division vote of 157 to 29 had defeated a motion to send it back to the ways and means committee.

I. C. C. Service Orders

Further action has been taken by the Interstate Commerce Commission in the past few days to relieve congestion of traffic in California and Arizona and delays in car movements resulting from such conditions. By Service Order No. 332, effective July 8 through August 31, unless otherwise provided, railroads operating in those two states were prohibited from supplying cars of any description for loading, or allowing cars to be loaded, with freight of any kind at any point in the two states on any Sunday or legal holiday. The order also prohibited acceptance of billing on freight of any kind, to be shipped from any point in the two states, between 10:00 P. M. on Saturday of any week and 12:01 P. M. of the Monday following. The order applies to intrastate, interstate and foreign commerce, but not to freight consigned to the Army or Navy or to cars loaded at shipside docks at ocean ports.

Because the use of railway express service for the transportation of grapes in carloads from California and Arizona to the East is "interfering with the movement of military trains and contributing to congestion," the commission has prohibited railroads from supplying for loading, or moving, an express car or freight car intended for movement in express or passenger train service, when grapes loaded anywhere in the two states exceed 25 per cent of such carload. This prohibition is effective, unless otherwise provided, under Service Order No. 331, from July 8 through September 1.

Service Order No. 330, as amended, effective July 9 through August 31, unless otherwise provided, prohibits preicing of refrigerator cars loaded at, or loaded with potatoes shipped from, points in Colorado, Kansas, Missouri, Nebraska, Texas, and Wyoming, in either intrastate or interstate commerce.

Effective July 7, the prohibition against holding for orders of carloads of grain or seeds at five points in Minnesota, imposed by Service Order No. 160, has been suspended through July 16 by order 160-C.

Service Order No. 334, effective from July 11 to July 1, 1946, unless otherwise provided, restricts shipments of race horses and show animals to those moving on permits issued by the director of the commission's Bureau of Service. Such permits may be issued only when the director is satisfied that the shipment may be made "without adversely affecting the transportation of war traffic." Exemption is provided for the transportation in other than express service of race horses and show animals which are not to be entered in any race or show or are not to be raced or exhibited during the period in which the order is effective. In such cases shippers of the

animals must file with originating carriers affidavits and statements setting forth specified information. The Office of Defense Transportation requested issuance of this order.

Service Order No. 333, effective July 10, authorizes railroads operating in a flood area around Phillipsburg, N. J., Allentown, and Catasauqua, Pa., to disregard shipper routings and forward freight by the most available open routes.

Service Order No. 151, which prohibits the operation of special freight train service except when authorized by permits, has been issued in revised form. The only change made by the revision, dated July 10, is the appointment of J. J. Kelley, manager of the Military Transportation Section, Car Service Division, Association of American Railroads, as the I. C. C. agent for the issuance of permits requested by the armed services. In this connection, Mr. Kelley succeeds Arthur H. Gass, whom he also succeeded as manager of the Military Transportation Section when Mr. Gass was recently appointed to a C. S. D. vice-chairmanship.

Railroads parties to Consolidated Freight Classification No. 16 have asked the Interstate Commerce Commission to authorize them to apply to shipments moving on and after February 15, 1942, the provisions of Service Order No. 68, as amended by Amendment No. 8 thereto, effective July 15 (as noted in *Railway Age* of July 7, page 45), in order that such shipments may have the benefit of the basis of charges thus made applicable on shipments where part of the load is transferred to another car because of an overload. It was indicated that the provisions of order No. 68 previously have been interpreted to provide for charges for the excess in such cases at carload rate and actual weight, and that it would not be reasonable under present emergency circumstances to deny the basis of charges now made effective by Amendment No. 8 to shipments that moved prior to the effective date of the amendment. An order authorizing waiver of undercharges and refund of overcharges on such shipments was applied for.

Wheeler Proposes Land-Grant Repeal After War

Repeal of remaining provisions of the land-grant-rate law would become effective 90 days after the termination of the war under an amendment which Chairman Wheeler of the Senate committee on interstate commerce intends to propose in the Senate as a substitute for the House-approved repealer—H. R. 694, sponsored by Representative Boren, Democrat of Oklahoma.

This is the second substitute bill to be proposed in the Senate. As noted in the *Railway Age* of July 7, page 43, Senator Johnson, Democrat of Colorado, intends to propose a new bill which would also delay the effective date of repeal until 90 days after the close of the war, meanwhile, however, defining specifically the military and naval supplies eligible for present deductions.

The Wheeler bill makes no provision for such a definition. And it omits that provision of the Boren bill which stipulates

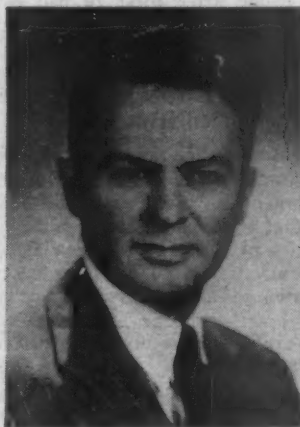
that the I. C. C. "shall give due consideration to the increased revenues which the carriers will receive as a result of enactment of this act, so that such increased revenues will be reflected in appropriate readjustments in rates, fares, and charges to shippers."

The section relating to the effective date of repeal reads as follows: "The amendment made by this act shall become effective 90 days after the termination of the present war, as proclaimed by the President: *Provided, however,* That any travel or transportation contracted for prior to such effective date shall be paid for at the rate, fare, or charge in effect at the time of entering into such contract."

Supply Trade

The Army-Navy "E" for high achievement in the production of material of war has been awarded to the **Cherry Rivet Company** of Los Angeles, Cal.

D. C. Prescott has been appointed to the sales staff of the **Baldwin Locomotive Works** for the north central district, with



D. C. Prescott

headquarters in Chicago. Mr. Prescott formerly was mechanical engineer for the Union Pacific at Omaha. He was graduated from Idaho University with a degree in mechanical engineering and was employed with a number of leading manufacturers prior to joining the Union Pacific in 1936.

R. M. Fox has been appointed manager of works of the **Pullman-Standard Car Manufacturing Co.** plant at Butler, Pa.

James MacDonald, since 1939 assistant to the vice-president—sales, of the **General Steel Castings Corporation**, has been appointed assistant vice-president. Before joining General Steel Castings, Mr. MacDonald was employed with the Baldwin Locomotive Works between 1931 and 1939 as assistant secretary, purchasing agent and assistant director of sales. **Howard F. Park, Jr.**, general purchasing agent since 1942, succeeds Mr. MacDonald as assistant to the vice-president—sales. Mr. Park formerly was associated with the Edward G. Budd Manufacturing Company for a number of years. **Earl S. Howard** will assume the duties of general purchasing

agent in addition to his present position as general mechanical superintendent. Mr. Howard previously was works manager of the Eddystone, Pa., plant and of the Madison, Ill., armor plant.

John D. Tully has been appointed manager of sales, rails and accessories for the **Bethlehem Steel Company**. He has been connected with railroad sales in the



John D. Tully

company's New York office since June, 1925. **Murray A. Vickers**, of the Cleveland, Ohio, office has been appointed to succeed to Mr. Tully's former position in New York. Mr. Tully has been associated with Bethlehem Steel since January, 1925, and Mr. Vickers since August, 1924, both men having started in the frog and switch department.

Walter V. Farr, credit manager of the **American Steel & Wire Co.**, (a subsidiary of the United States Steel Corp.) has been promoted to assistant treasurer with headquarters at Chicago, succeeding **John N. Moylan**, who has retired after 47 years of service.

Edward O. Warner, for many years Philadelphia, Pa., district sales manager for the **National Malleable & Steel Castings Co.**, has retired from active duty.



Edward O. Warner

Mr. Warner was graduated from Lehigh University in 1894 with a degree in electrical engineering. He was employed with the Hartford, Conn., Street Railway Company and, from 1896 to 1898, with the Penn-

sylvania. He joined the Latrobe Steel & Coupler Co. in 1898 and was appointed in charge of the Philadelphia office in 1902. When Latrobe was acquired by National Malleable in 1909, he was appointed Philadelphia sales agent and district sales manager.

The Wilmington, Del., shipyard of the **American Car & Foundry Co.** has been awarded a fifth renewal of its Army-Navy "E."

The Army-Navy "E" was presented to the **Dayton Rubber Manufacturing Company** for outstanding war production on June 29.

Frank M. Maly has been appointed sales manager for plastic presses of the **Baldwin Locomotive Works**. For three years prior to joining Baldwin, Mr. Maly served as assistant to the vice-president in charge of manufacturing and later as plant manager of the Philip Carey Manufacturing Company's chemical section at Plymouth Meeting, Pa.

Hugh G. Bersie has been appointed product manager of the **American Seating Company's** transportation seating division to succeed **O. M. Dunton**. During the past six months, Mr. Bersie has been making special studies in the transportation field as a member of the company's research department. Mr. Dunton will continue with special contacts among coach builders.

W. P. Greenawalt has resigned from the United States Naval Reserve and has returned to his former position as partner in the firm of **Young & Greenawalt**, Chicago. As commander in the civil engineering corps, Mr. Greenawalt was commanding officer of the 81st naval construction battalion, Seabees, during the construction of twelve naval bases in the United Kingdom, and later was in charge of the Rhine ferry operation, beach salvage, and beach camp construction and maintenance for Utah Beach during the Normandy invasion.

Harold L. Kennedy has been appointed district sales manager of the **H. K. Porter Company** of Pittsburgh, Pa., with headquarters in a new office established by the company at 513 Colorado building, Washington, D. C. He will handle sales for Porter locomotives and Mount Vernon freight cars and also will be in charge of the distribution of other Porter products. Excepting for service as a captain in the U. S. Army Air Corps during 1942 and 1943, Mr. Kennedy has been employed since 1922 in the railroad transportation department of the Fruit Growers Express Company, Washington, most recently as assistant purchasing agent.

Harry L. Huntley has been appointed headquarters repair sales manager of the thirty-four plants of the manufacturing and repair department of the **Westinghouse Electric Corporation** with headquarters in Pittsburgh, Pa. Mr. Huntley was graduated from Bliss Electrical School, Washington, D. C., with a degree in electrical engineering in 1922. He joined Westinghouse in 1926 in service engineering and sales work in the service department at

Philadelphia, Pa. He opened the service shop at Wilkes-Barre, Pa., in 1927, and remained there as manager until 1939, when he was transferred to Fairmont, W. Va. to open and manage the manufacturing and repair plant. He was transferred to Pittsburgh in 1940 to organize and manage the repair and renewal parts sales division for the central district, in which capacity he has served until the new appointment.

Edward H. Schoonmaker, of Syracuse, N. Y., has been appointed sales engineer for the southwestern district office of the



Edward H. Schoonmaker

Baldwin Locomotive Works. Mr. Schoonmaker attended Fenn College at Cleveland, Ohio. He was employed with the Erickson Steel Company at Cleveland and Philadelphia, Pa., prior to joining Baldwin last November as a Diesel service engineer. He had served as a maintenance officer for an armored division at Fort Smith, Ark., and was honorably discharged in March, 1944, after two years of military service.

OBITUARY

Samuel A. Spalding, vice-president and chief engineer of Gibbs & Hill, Inc., consulting engineers, New York, died May 25 at his home in New Canaan, Conn. He was 72 years of age. Mr. Spalding was gradu-



Samuel A. Spalding

ated from Tufts College with a degree in electrical engineering in 1894. He began his

career with the Brooklyn Rapid Transit Company and later joined the staff of the engineer of electric traction of the New York Central in connection with the electrification from New York to Harmon. He was appointed superintendent of power of the Brooklyn Rapid Transit until 1908, when he joined the staff of the chief engineer, electric traction and station construction of the Pennsylvania, under George Gibbs and E. R. Hill, with whom he continued when they were later incorporated as Gibbs & Hill, Inc. He specialized in power house design and was appointed chief engineer of the firm, which has handled a large portion of this country's electrification, including the Pennsylvania's original electrification from Long Island City and New York to Manhattan transfer and Philadelphia suburban; the Norfolk & Western's Elkhorn grade; the Virginian over the Alleghenies from Mullens to Roanoke, Va.; the Illinois Central's Chicago suburban; the New York Connecting Railroad's Bay Ridge; the Pennsylvania's through electrification from New York to Washington and Harrisburg, Pa.; and extensions on the New York, New Haven & Hartford. During this war, he was active as chief engineer in the design and construction of work connected with the war effort.

Equipment and Supplies

LOCOMOTIVES

THE CHICAGO, ROCK ISLAND & PACIFIC has been granted permission by Federal Judge William J. Campbell to purchase four 4,050-hp. Diesel-electric freight locomotives to be used on the road's Western division between Council Bluffs, Iowa, and Denver, Colo. The total cost of the locomotives will be approximately \$1,344,000.

THE WESTERN PACIFIC has placed an order with the Baldwin Locomotive Works for five 1,000-hp. Diesel-electric switching locomotives at an approximate cost of \$400,000. Delivery is to be made during August and September.

FREIGHT CARS

The WAR DEPARTMENT has placed an order for 4,320 30-ton 8-wheel 42-in. gage freight cars, including 4,000 box cars, 190 tank cars and 130 refrigerator cars with the American Car & Foundry Co. The cars are scheduled for China, Burma and India.

The ERIE has ordered 700 40½ ft. steel sheathed box cars of 50 tons' capacity from the American Car & Foundry Co. The inquiry for this equipment was reported in the *Railway Age* of June 30.

PASSENGER CARS

The American Car & Foundry Co. has announced an order from the CENTRAL OF GEORGIA for ten streamlined passenger-train cars.

Construction

N. Y. C.-B. & O. Plan Joint Coal and Ore Terminal at Toledo

Announcements from the New York Central and the Baltimore & Ohio, on July 10, reveal plans for the construction of a \$15,000,000 coal and ore terminal, on the east shore of Maumee Bay, on the lake front, at Toledo, Ohio, as soon as I. C. C. approval has been obtained. The new terminal, one of the largest of its kind in the country, will be owned and operated by a corporation formed and controlled by the two railroads, and will provide modern and accessible facilities for the transfer of coal from cars to vessels and the transfer of ore from vessels to cars.

In making their plans known, Presidents Gustav Metzger and R. B. White pointed out that the new terminal will greatly expedite service. At present, the two railroads have separate plants on the Maumee river, five and seven miles inland from the lake front.

Plans for the new terminal call for three electrically-operated coal-dumping machines, two ore-unloading machines, ample yards, a deep ship basin and other facilities. Connection with N. Y. C. and B. & O. lines will be over the Toledo Terminal Railway. It is stated the new terminal will be designed to handle millions of tons of lake cargo coal originating in Virginia, southern West Virginia, eastern Kentucky and Ohio. It would make possible also the mixture of cargoes of various origin at a single dock.

CHESAPEAKE & OHIO-NEW YORK CENTRAL.—Division 4 of the Interstate Commerce Commission has authorized the Nicholas, Fayette & Greenbrier, jointly owned and operated by these companies, to build a 4.76-mile extension to its Peaser branch in West Virginia to obtain access to an undeveloped coal deposit. The project's cost, \$1,449,200, will be financed in equal amounts by cash advances by the parent companies. The line will be laid with 131-lb. rail, with 2.5 per cent maximum grade and 14-deg. maximum rate of curve.

NEW YORK, NEW HAVEN & HARTFORD.—This railroad has awarded a contract for the construction of concrete platforms and the installation of water, steam, air lines and electric charge facilities for servicing Pullman cars at Boston, Mass., at estimated cost of \$85,000, to the Tredennick-Billings Company of Boston.

SEABOARD AIR LINE.—This railroad has authorized nine construction projects and awarded contracts for such portions of the work as are contractable. The projects, with approximate cost figures shown in parenthesis, include the following: grading and building passing track extensions in Florida (\$30,000); construction of additional shop facilities at Hialeah, Fla. (\$49,000); grading and building tracks in connection with grade revision near Limona and near Owensboro, Fla. (\$26,000); grading for grade revision between McColl

and Mullins, S. C. (\$47,000); grading for track work near New Hill, Merry Oaks and Lemon Springs, N. C. (\$37,500); grading and construction of tracks in connection with grade revision and construction of passing tracks at Valrico, Fla. (\$53,000); construction of a new draw span for the St. Mary's river bridge near Kingsland, Ga. (\$32,727); encasement of three piers, Savannah river bridge, Cloy, Ga. (\$29,000); and construction of a turntable, Jacksonville, Fla. (\$24,000).

Financial

BOSTON & MAINE.—Acquisition of Leased Lines.—This company has applied to the Interstate Commerce Commission for approval of an arrangement by which it would acquire the properties of the Concord & Claremont and the Peterborough & Hillsborough, which it now operates under lease, and would modify the provisions of its lease of the Northern Railroad to eliminate references to the two properties being acquired, both of which are controlled by the B. & M. through assignment of the Northern's ownership of their stock. Acquisition would be accomplished by surrender of the first mortgage bonds of the two subsidiaries, now held by the B. & M., in the amount of \$500,000 for the Claremont and \$80,000 for the Hillsborough.

CHESAPEAKE & OHIO.—Awards Equipment Trust.—The Chesapeake & Ohio has awarded, subject to Interstate Commerce Commission approval, \$1,500,000 of 1½ per cent serial equipment trust certificates of 1945 to the Girard Trust Company and the Central Penn National Bank, Philadelphia, Pa., on a joint bid of 100.03, an interest cost basis to the company of approximately 1.494 per cent. This represents the lowest interest cost basis of any equipment trust issue sold by the C. & O. since 1940 and is reportedly the lowest for the industry since the beginning of the war. (Previous item in *Railway Age* of June 23, page 1124.)

CHICAGO, BURLINGTON & QUINCY.—Trackage Agreement.—This company has applied to the Interstate Commerce Commission for approval of the terms of agreements under which it will continue to operate over the tracks of the Northern Pacific from Huntley, Mont., through Billings and Laurel to Fromberg, 50.63 miles.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—Reorganization Expenses.—Division 4 of the Interstate Commerce Commission has approved a maximum limit of \$780,000 for expenses incurred by the reorganization committee in putting into effect the approved plan for this road's reorganization under section 77 of the Bankruptcy Act, exclusive of fees and expenses of counsel.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC-GREAT NORTHERN.—Joint Operation.—Division 4 of the Interstate Commerce Commission has authorized these roads to convert two substantially parallel and adjacent existing branch lines into a single line for their joint and equal use from Spo-

kane Bridge, Wash., to Coeur d'Alene, Ida. The Milwaukee will abandon 5 miles of its existing line and the Great Northern 6.85 miles. The resulting single line will include 6.24 miles of the present Milwaukee line, 5.72 miles of the present Great Northern line, and 0.98 mile of new connecting tracks. Each road is to continue to maintain the segments of line owned by it, and is to grant to the other joint rights for the use of such segments without rental payment. The net salvage value of the abandoned portions is expected to be equal to the expenses incident to connecting the retained segments. The division held that no condition as to employment is necessary, as employment will not be reduced, since maintenance forces are now depleted.

COLORADO & SOUTHERN.—R. F. C. Sells Securities.—The Federal Loan Administrator announced July 10 that the Reconstruction Finance Corporation has sold to Kidder, Peabody & Company of New York \$300,000 of this road's 3 per cent equipment notes of 1940 and \$300,000 of similar notes issued by its subsidiary, the Fort Worth & Denver City. The sale at 103.5, on a 1.75 per cent interest basis, represented a premium to the R. F. C. of \$21,000.

FRANKLIN & CAROLINA.—Stock.—Division 4 of the Interstate Commerce Commission has authorized this road to issue \$131,300 of common stock of \$100 par value, of which \$106,000 is to be issued to Chesapeake-Camp Corporation in payment for the railroad line and equipment acquired from it (noted in *Railway Age* of May 12, page 849) and \$25,300 is to be sold to the same corporation for cash to provide working capital and meet other expenses.

LOUISIANA & ARKANSAS.—Trackage Agreement.—Division 4 of the Interstate Commerce Commission has approved an agreement under which this road continues to lease a Missouri Pacific branch from Wildsville, La., to Concordia Junction, 14.17 miles, and to operate under trackage rights over that road's line from Concordia Junction to Vidalia, 8.32 miles.

MISSOURI PACIFIC.—Annual Report.—The 1944 annual statement of this road shows a net income, after interest and other fixed charges, of \$17,684,236, as compared with a net income of \$16,591,415 in 1943. Selected items from the income statement follow:

	1944	Increase or Decrease Compared With 1943
Average Mileage Operated	7,095.92	—57
RAILWAY OPERATING REVENUES	\$236,563,909	+8,770,671
Maintenance of way and structures	27,420,648	+2,160,289
Maintenance of equipment	32,393,512	+3,555,360
Transportation—rail line	65,007,585	+4,433,017
TOTAL OPERATING EXPENSES	135,182,277	+11,046,808
Operating ratio	57.14	+2.65
NET REVENUE FROM OPERATIONS	101,381,633	—2,276,137
Railway tax accruals	57,007,242	—1,716,812
RAILWAY OPERATING INCOME	44,374,390	—559,325
Net rents.—Dr.	10,065,341	—293,995

NET RAILWAY OPERATING INCOME	34,309,050	-265,330
Total other income	3,473,607	+655,890
TOTAL INCOME	37,782,657	+390,560
Rent for leased roads and equipment	110,340	-125
Interest on funded debt	19,597,574	-910,314
TOTAL FIXED CHARGE	19,824,911	-834,442
NET INCOME	17,684,236	1,092,821

NEW ORLEANS, TEXAS & MEXICO.—Annual Report.—The 1944 annual statement of this road shows a net income, after interest and other fixed charges, of \$3,993,114, as compared with a net income of \$2,559,839 in 1943. Selected items from the income statement follow:

	1944	Increase or Decrease Compared With 1943
Average Mileage Operated	1,733.80	-.09
RAILWAY OPERATING REVENUES	\$47,752,224	+\$4,187,987
Maintenance of way and structures	7,562,741	+1,891,923
Maintenance of equipment	4,380,404	+657,381
Transportation—rail line	11,351,989	+1,460,333
TOTAL OPERATING EXPENSES	25,044,025	+4,107,180
Operating ratio	52.44	+4.38
NET REVENUE FROM OPERATIONS	22,708,199	+80,806
Railway tax accruals	12,598,921	-1,667,897
RAILWAY OPERATING INCOME	10,109,278	+1,748,703
Net rents—Dr.	3,517,696	+309,441
NET RAILWAY OPERATING INCOME	6,591,588	+1,439,262
Total other income	307,744	+77,396
TOTAL INCOME	6,899,332	+1,516,658
Rent for leased roads	2,974	+2,324
TOTAL FIXED CHARGES	2,790,984	-1,505
INCOME AFTER FIXED CHARGES AND OTHER DEDUCTIONS	4,054,250	+1,494,410
Income applied to sinking and other reserve funds	61,135	+61,135
NET INCOME TRANSFERRED TO EARNED SURPLUS—UNAPPROPRIATED	\$3,993,114	+1,433,275

NEW YORK CENTRAL.—New York & Harlem Taxes.—On July 5 the New York State Supreme Court held the New York Central liable for the continued payment of federal income taxes for the New York & Harlem, a leased line in the Central system. In 1943 the Central exchanged bonds for a large part of the minority interest in the New York & Harlem in an effort to solve the leased line problem and subsequently asked the court for a declaratory judgment that Central was not liable for such taxes.

NORTHERN PACIFIC.—To Recall Bonds.—This road has completed plans for the recalling of all its outstanding 4½ per cent and 6 per cent refunding and improvement bonds, amounting to approximately \$100,000,000 on January 1, 1946. These bonds are subject to call on any interest date following 90 days' notice, and are the only bonds of the Northern Pacific Railway Company which are subject to call at this time. It is proposed that the money for the call will be provided through the sale of \$75,000,000 40-yr. collateral trust bonds and treasury cash. The sale will be made through competitive bidding, the rate of interest to be named by the successful bidder,

the company reserving the right to refuse any or all bids. The collateral trust bonds will be secured by a new issue of refunding and improvement bonds, and the collateral trust agreement will provide for a sinking fund, payable each year if earned, the total of such payments to be sufficient to retire the entire issue during the life of the bonds. If the plan is carried out, the fixed charges of the Northern Pacific will be below \$10,000,000, as compared with fixed charges in 1944 of \$13,605,211.

PENNSYLVANIA.—Awards Equipment Certificates.—The Pennsylvania has awarded, subject to Interstate Commerce Commission approval, \$10,290,000 of 1½ per cent equipment trust certificates, series Q, to Halsey, Stuart & Co. at 100.128. The certificates were reoffered at prices to yield from 0.90 to 2.10 per cent according to maturity. The certificates, which will be dated July 1, 1945 and mature in fifteen annual installments, the last maturity to be on July 1, 1960, are part of a proposed aggregate principal amount of not exceeding \$18,135,000 to finance ultimately not exceeding 80 per cent of the cost of construction and acquisition of 45 steam locomotives and tenders, 112 passenger-train cars, 300 covered hopper cars and 12 Diesel-electric switching locomotives, total cost of which is estimated at not less than \$22,668,750. The balance of the cost will be paid in cash from the company's treasury. (Previous item in *Railway Age* of July 7, page 48.)

PITTSBURGH & LAKE ERIE.—Annual Renewal Report.—The 1944 annual statement of road shows a net income, after interest and other fixed charges, of \$4,488,301, as compared with a net income of \$4,360,906 in 1943. Selected items from the income statement follow:

	1944	Increase or Decrease Compared With 1943
Average Mileage Operated	228.65	.....
RAILWAY OPERATING REVENUES	\$34,318,196	-\$490,845
Maintenance of way and structures	4,151,927	+104,415
Maintenance of equipment	11,111,306	+400,078
Transportation	11,388,036	+1,288,767
TOTAL OPERATING EXPENSES	28,470,760	+1,889,525
Operating ratio	82.96	+6.60
NET REVENUE FROM OPERATIONS	5,847,436	-2,380,371
Railway tax accruals	7,078,970	-1,486,578
RAILWAY OPERATING INCOME	1,231,534	-893,793
Equipment rents—Net Cr.	5,818,005	+59,113
Joint facility rents—Net Cr.	630,504	+178,430
NET RAILWAY OPERATING INCOME	5,216,975	-656,250
Total other income	435,878	+61,623
TOTAL INCOME	5,652,853	-594,627
Rent for leased roads and equipment	39,691	+1,484
TOTAL FIXED CHARGES	53,143	+8,558
NET INCOME	4,488,301	+127,395

SEABOARD AIR LINE.—Annual Report.—The 1944 annual statement of this road shows a net income, after interest and other fixed charges, of \$5,242,493, as compared with a net income of \$15,796,841 in 1943.

Selected items from the income statement follow:

	1944	Increase or Decrease Compared With 1943
Average Mileage Operated	4,174.51	-4.96
RAILWAY OPERATING REVENUES	\$141,188,977	+\$3,931,174
Maintenance of way and structures	17,643,725	+2,157,893
Maintenance of equipment	20,148,182	+1,952,589
Transportation	42,332,984	+3,470,763
TOTAL OPERATING EXPENSES	88,939,443	+8,115,733
Operating ratio	62.99	+4.11
NET REVENUE FROM OPERATIONS	52,249,534	-4,184,559
Railway tax accruals	24,797,395	+2,610,605
RAILWAY OPERATING INCOME	27,452,139	-6,795,164
Equipment rents—Net Dr.	4,879,015	-391,646
Joint facility rents—Net Dr.	272,728	+93
NET RAILWAY OPERATING INCOME	22,300,395	-6,403,611
Other income	592,086	+86,495
GROSS INCOME	22,892,482	-6,317,116
Rents and other charges	1,211,825	+582,957
Fixed interest charges	16,438,164	+3,654,275
TOTAL DEDUCTIONS FROM GROSS INCOME	17,649,989	+4,237,232
NET INCOME CARRIED TO EARNED SURPLUS—UNAPPROPRIATED	5,242,493	-10,554,348

WHEELING & LAKE ERIE.—Trackage Rights.—Division 4 of the Interstate Commerce Commission has issued a report on further hearing in Finance Docket No. 14531, authorizing this road to extend its operations to the Follansbee, W. Va. (East Steubenville), plant of the Wheeling Steel Corporation, by trackage rights over the steel company's line to that point from Steubenville, Ohio, 1.97 miles, including a bridge crossing the Ohio river. The prior report, noted in the *Railway Age* of February 24, page 403, had denied the application because the applicant proposed to pay the steel company 78.15 cents for each loaded or empty car moved over the line. A revised contract, which contains no provision for any compensation to the steel company, was submitted at the further hearing; and the division found that it "conforms in principle to previous findings of this commission in situations of a similar character." The Pennsylvania, which reaches the Wheeling plant over its own rails, opposed the original application, but at the further hearing it merely asked that any certificate issued to the W. & L. E. be limited to the transportation of ex-lake iron ore. This the commission refused to do, expressing its view that "the operation of railroads should not be limited by us to the carriage of particular commodities." At the same time it pointed out that the W. & L. E. would have no right to transport any other commodity under its contract with Wheeling.

Dividends Declared

Camden & Burlington County.—75¢, semi-annually, payable July 2 to holders of record June 15.
Cleveland, Cincinnati, Chicago & St. Louis.—\$5.00, semi-annually; preferred, \$1.25, quarterly, both payable July 31 to holders of record July 20.
Delaware.—\$1.50, semi-annually, payable July 2 to holders of record June 15.

Lykens Valley RR. & Coal.—40¢, semi-annually, payable July 2 to holders of record June 15.
 Minneapolis & St. Louis.—\$1.00, payable August 15 to holders of record August 1.
 Paterson & Hudson River.—\$1.37½, payable July 14 to holders of record July 7.
 Philadelphia & Trenton.—\$2.50, quarterly, payable July 10 to holders of record June 30.
 Pittsburgh, Cincinnati, Chicago & St. Louis.—\$2.50, semi-annually, payable July 20 to holders of record July 10.
 Saratoga & Schenectady.—\$3.00, irregular, payable July 16 to holders of record July 2.
 Stony Brook.—\$2.50, irregular, payable July 5 to holders of record June 30.
 Western New York & Pennsylvania.—common, \$1.50; 5% preferred, \$1.25, both semi-annually, both payable July 2 to holders of record June 30.

Average Prices Stocks and Bonds

	July 10	Last week	Last year
Average price of 20 representative railway stocks	58.20	57.99	42.39
Average price of 20 representative railway bonds	99.29	99.26	89.71

Abandonments

ATLANTIC COAST LINE.—Examiner J. S. Prichard has recommended in a proposed report that the Interstate Commerce Commission deny this road's application for authority to abandon a line from Sumpter, S. C., to Darlington, 37.8 miles, and a branch thereof from Elliott to Bishopville, 9.6 miles. The applicant contends that the inroads of motor competition in recent years have left insufficient traffic to support railroad transportation. The examiner, however, found evidence of "an urgent public need" for the rail service "at least until the trucking situation in the tributary territory has been materially remedied." He conceded that many of the business interests, who are now protesting the abandonment and who have organized a citizens railroad committee to procure traffic for the line, have used trucks in preference to the railroad in the past. Nevertheless, as the examiner put it, "the question of public convenience and necessity involved herein must be determined in the light of the transportation problem as it exists at the present time" when the line is "practically the last and only means of transportation available" to shippers who would be affected. Also he found that the record failed to support A. C. L. contentions that the traffic on the line has "steadily declined in recent years."

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon three segments of a branch from McGuire, Ida., to Coeur d'Alene, aggregating 5 miles of line, in connection with an arrangement with the Great Northern for joint operation by the two roads of one line between Spokane Bridge, Wash., to Coeur d'Alene in lieu of the existing parallel lines.

ILLINOIS CENTRAL.—The Railway Labor Executives Association has asked the Interstate Commerce Commission to reconsider its Finance Docket No. 13992 proceedings, involving a line abandonment by the Chicago, St. Louis & New Orleans, operated by this company under lease. The petition asked the commission either to prescribe the conditions for the protection of employees affected that were named in the Burlington case, 257 I. C. C. 700, or to ex-

tend its reservation of jurisdiction in that respect for an additional 2-year period.

GREAT NORTHERN.—Division 4 of the Interstate Commerce Commission has authorized this company to abandon two segments of a branch from Spokane Bridge, Wash., to Coeur d'Alene, Ida., aggregating 6.85 miles, in connection with an arrangement with the Chicago, Milwaukee, St. Paul & Pacific for joint operation by the two roads of one line between the two points in lieu of the existing parallel lines.

NASHVILLE, CHATTANOOGA & ST. LOUIS.—In a proposed report Examiner W. J. Schutrumpf has recommended that the Interstate Commerce Commission authorize this company to abandon a portion of a branch from Lewisburg, Tenn., to Columbia, 18.26 miles, in view of the evidence that the line is an "unnecessary transportation facility." Approval would be subject to conditions for the protection of any employees adversely affected substantially like those prescribed in the Burlington case.

PACIFIC ELECTRIC.—This road has applied to the Interstate Commerce Commission for authority to abandon a half-mile of track along Fourth street in Santa Ana, Calif.

READING.—This company and the Mine Hill & Schuylkill Haven, lessor, have applied to the Interstate Commerce Commission for authority to abandon segments of three spurs in Pennsylvania, totaling 0.77 miles.

ST. LOUIS-SAN FRANCISCO.—The Order of Railroad Telegraphers and the Brotherhood of Maintenance of Way Employees have asked the Interstate Commerce Commission to prescribe conditions for the protection of employees adversely affected by this road's line abandonment in the Finance Docket No. 13609 proceedings similar to those adopted in the Burlington case, 257 I. C. C. 700. The Railway Labor Executives Association has asked for leave to intervene in the same case.

UNION PACIFIC.—Replying to the request of certain railway unions that the Interstate Commerce Commission either prescribe conditions for the protection of employees similar to those named in the Burlington case, or extend its reservation of jurisdiction in that respect for an additional 2-year period, in the Finance Docket No. 13780 proceedings in which a line abandonment by the Oregon-Washington Railway & Navigation was authorized (noted in *Railway Age* of July 7, page 49), the carrier has informed the commission that, in its opinion, such action cannot be taken without further hearing and submission of evidence of actual adverse effect on employees. The reservation of jurisdiction for a 2-year period which is now about to expire was, according to the reply, accepted by the carrier and is therefore binding on the commission. Moreover, the reply asserted, there has been no specific showing by the unions seeking further commission action that they have been expressly empowered by the individual employees who allegedly may be adversely affected by the abandonment to represent them and legally bind them to whatever

conditions, if any, the commission may impose as a result of the unions' applications. In view of the recent Supreme Court decision in the *Elgin, Joliet & Eastern* case (reported in *Railway Age* of June 16, page 1072), such showing of authority is required, the carrier contended.

WESTERN MARYLAND.—This road has asked the Interstate Commerce Commission to approve the abandonment of a 0.93-mile branch of its subsidiary, the Somerset Coal Railway, near Gray, Pa.

Railway Officers

EXECUTIVE

William I. Woodcock, Jr., whose election to vice-president and general counsel of the Reading was announced in the *Railway Age* of May 26, was born at Hollidaysburg, Pa., on March 12, 1893. Mr. Woodcock was graduated from Lafayette College in June, 1916, and from the University of Pennsylvania School of Law in September, 1921. He was associated with Evan, Bayard & Frick from September,



William I. Woodcock, Jr.

1921, to November, 1922, when he entered the service of the Reading as counsel. He was appointed assistant general solicitor on January 1, 1927, and on March 1, 1929, he was advanced to general solicitor. In March, 1936, Mr. Woodcock became general counsel of the Reading at Philadelphia, Pa., the position he will continue to hold in addition to his new duties as vice-president.

W. C. Higginbottom, assistant vice-president of the Pennsylvania's Eastern region at Philadelphia, Pa., has retired after 50 years' service. A photograph of Mr. Higginbottom and a biographical sketch of his railway career appeared on page 255 of the January 27 *Railway Age*, at the time of his appointment as assistant vice-president. Prior to that, Mr. Higginbottom had served for 14 years as general manager of the Eastern region.

T. Harold Cooper, whose appointment as vice-president and comptroller of the Canadian National at Montreal, Que., was announced in the *Railway Age* of July 7,

was born in England on September 19, 1887, and entered railroading in the engineering department of the London, Midland & Scottish in England. He came to Canada in 1912 and joined the accounting department of the Grand Trunk (now the Canadian National), and in 1918 he was appointed assistant to the general auditor.



T. Harold Cooper

In 1922 Mr. Cooper was assigned to special work preparatory to the consolidation of the lines now comprising the Canadian National System, and upon completion of the work he was appointed assistant to the vice-president, finance and accounting, in 1923. In June, 1930, he became auditor of general accounts at Montreal, remaining in that post until August, 1936, when he was named assistant comptroller, being promoted, in December, 1937, to comptroller, the position he held at the time of his recent elevation to vice-president and comptroller.

Charles D. Cowie, whose appointment as vice-president and treasurer of the Canadian National at Montreal, Que., was announced in the *Railway Age* of July 7, was born at Insh, Aberdeenshire, Scotland, on July 25, 1887, and after serving as clerk and accountant in several banks, he entered



Charles D. Cowie

railroading with the Canadian Northern (now the Canadian National) as a clerk at Toronto, Ont., on May 26, 1910. He was appointed cashier in May, 1911, and from 1916, to September, 1918, he was assigned to special duties in connection with the Royal Commission on Railways and the

Canadian Northern Arbitration Board. In September, 1918, he was appointed assistant to the vice-president at Toronto, and in February, 1923, he transferred to Montreal. He was named treasurer on April 1, 1932, and remained in that post until his recent appointment as vice-president and treasurer.

W. S. Hall, superintendent of the Wisconsin division of the Railway Express Agency at Milwaukee, Wis., has been promoted to assistant to the vice-president in charge of personnel and labor relations, with headquarters at Chicago, succeeding **W. J. McGreevy**, transferred. **H. P. Dunlap** has been appointed assistant to the vice-president, with headquarters at Chicago, replacing **L. D. Stout**, who has been appointed superintendent of the Wisconsin division at Milwaukee, Wis., relieving Mr. Hall. **G. Y. Reed**, superintendent of organization, has been advanced to assistant to the vice-president, with headquarters at San Francisco, Cal.

Raymond J. Morfa, whose appointment as vice-president of the Pere Marquette and the New York, Chicago & St. Louis, in addition to his duties as assistant to the chairman of the board of the Chesapeake & Ohio, at Cleveland, Ohio, was announced in the *Railway Age* of June 23, was born at Chicago on January 1, 1894, and entered railroading in October, 1932, with the New York, Chicago & St. Louis. In 1943 he was appointed assistant to the chairman of the board of the Chesapeake & Ohio, the position he will retain in addition to his duties as vice-president of the Pere Marquette and the New York, Chicago & St. Louis.

FINANCIAL, LEGAL AND ACCOUNTING

Fulmer Long has been appointed general attorney of the Railway Express Agency, with headquarters at Chicago, succeeding **John A. Dill**, who has been assigned to other duties at New York.

B. S. Irvine was recently appointed disbursement accountant of the Western Maryland at Hagerstown, Md., succeeding **E. F. Phillips**, who has retired after 54 years of service.

Charles P. Stewart, general attorney of the New York Central at Cincinnati, Ohio, has been transferred to Cleveland, Ohio, to take charge of the company's law department there. **Samuel W. Baxter**, counsel at Cincinnati, who has had charge of the law department of the Cleveland, Cincinnati, Chicago & St. Louis, has retired under the company's pension plan. **Robert R. Pierce** has been appointed chief assistant general attorney of the New York Central at Cleveland, and **Wesley A. Wilkinson** has been named assistant general attorney there.

Stanley Henry May, whose appointment as general auditor of the Canadian National at Montreal, Que., was announced in the *Railway Age* of June 16, was born at London, England, on October 17, 1892, and entered railroading with the Grand Trunk (now part of the Canadian National) at Montreal as clerk in the office of the auditor of disbursements in May, 1917. He became bookkeeper in the office of

the general auditor in January, 1919, transferring to the office of the comptroller one year later and being appointed chief clerk in that office on December 1, 1922. The following May he was named chief bookkeeper in the accounting department and one year later he was promoted to assistant



Stanley Henry May

general accountant. On June 1, 1930, Mr. May was appointed general accountant and in September, 1932, he became chief accountant, disbursements, returning to his post as general accountant in May, 1938. He was named assistant general auditor in 1943, remaining in that post until his recent advancement to general auditor.

OPERATING

A. L. Kleine, division engineer of the Denver & Rio Grande Western at Grand Junction, Colo., has been promoted to trainmaster, with headquarters at Alamosa, Colo.

C. A. Wall, acting superintendent of the dining car and hotel department of the Denver & Rio Grande Western at Denver, Colo., has been promoted to superintendent of the dining car and hotel department, with the same headquarters.

John H. Fish, superintendent of the Evansville division of the Louisville & Nashville, at Evansville, Ind., has had his jurisdiction extended to include the Louisville & Nashville terminals at St. Louis, Mo., the position of superintendent of the St. Louis terminals having been abolished.

H. Bailey, assistant division superintendent of the Union Pacific at Green River, Wyo., has been promoted to superintendent of the Nebraska division. **C. T. Alford**, assistant division superintendent at Denver, Colo., has been transferred to Green River, succeeding Mr. Bailey.

J. N. Landreth, trainmaster of the New Mexico division of the Panhandle & Santa Fe at Las Vegas, N. M., has been appointed acting superintendent of the Slaton division, with headquarters at Slaton, Tex., succeeding **L. M. Olson**, who has been temporarily assigned to the office of the vice-president.

W. H. Young, acting superintendent of the Central of Georgia's Savannah division at Savannah, Ga., since December, 1944, has been appointed superintendent, succeed-

ing **M. J. Parr**, whose death on June 18 is announced elsewhere in these columns. **N. S. Smith**, acting terminal trainmaster at Savannah, has been appointed terminal trainmaster.

H. H. Smith has been appointed general manager of the Mid-West department of the Railway Express Agency, with headquarters at Kansas City, Mo., succeeding **L. P. Bergman**, who has been transferred to the Pacific department at Los Angeles, Cal., where he replaces **J. J. Dowling**, whose death on May 21 was reported in the *Railway Age* of June 9. **H. H. Kalloch** has been appointed superintendent of the Susquehanna division, with headquarters at Scranton, Pa., replacing **S. J. Hurley**, who has been transferred to Pennsylvania-West Virginia division, with headquarters at Pittsburgh, Pa., where he succeeds **J. J. McClory**, who in turn has been transferred to the Philadelphia division, relieving **C. G. McDowell**, who has been granted a leave of absence. **C. D. Knab** has been appointed superintendent of the Lake Superior division at Duluth, Minn., succeeding **R. J. Byas**, who has been transferred to the Central Iowa division, with headquarters at Des Moines, Iowa. He replaces **C. W. Blackledge**, whose promotion to superintendent of organization is reported elsewhere in this issue. **H. J. Wood** has been appointed superintendent of the Southern Nebraska-Iowa division, with headquarters at Lincoln, Neb., succeeding **J. A. Jakes**, whose promotion to superintendent of organization at Chicago is also mentioned elsewhere in this issue.

TRAFFIC

Nathan K. Lockwood, whose retirement as western traffic manager of the Denver & Rio Grande Western with headquarters at San Francisco, Cal., was announced in the *Railway Age* of June 30, was born on May 4, 1875, at Napa, Cal. He entered railway service with the Southern Pacific in 1892 as a messenger and call boy. In 1893 he went with Wells Fargo & Co., as driver and clerk receiving subse-



Nathan K. Lockwood

quent promotions to become traffic manager and manager of transportation in 1917. In 1925 Mr. Lockwood was appointed western manager of perishable traffic under joint jurisdiction of the Missouri Pacific and the Denver & Rio Grande Western, with headquarters at San Francisco, and in 1940 was

advanced to western traffic manager of the Denver & Rio Grande Western at the same location, the position he held at the time of his recent retirement.

C. C. Fulp, district passenger agent of the Southern at Winston-Salem, N. C., has been appointed division passenger agent there, a newly created position.

A. L. Doggett, freight traffic manager of the Baltimore & Ohio at Chicago, has had his jurisdiction extended to include the Baltimore & Ohio Chicago Terminal, with the same headquarters.

G. R. Yarborough, district passenger agent of the Southern at Greensboro, N. C., has been appointed division passenger agent with the same headquarters, a newly created position.

Harry W. McIlwain, commercial agent of the Erie at Akron, Ohio, has been appointed general agent at Youngstown, Ohio. The position of division freight agent has been abolished.

J. M. Cunningham, general agent of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, has been promoted to assistant general freight agent, with the same headquarters, succeeding **A. A. Wilson**, who has retired after 50 years of service.

Roy H. Peterson, traveling freight agent of the Chicago, Rock Island & Pacific, with headquarters at Minneapolis, Minn., has been promoted to general agent at Duluth, Minn., succeeding **William E. Delaney**, who has been transferred to Cincinnati, Ohio, where he replaces **A. E. Blair**, whose death on June 5 was reported in the *Railway Age* of June 16.

ENGINEERING & SIGNALING

L. A. Comeau has been appointed division engineer of the Canadian Pacific's Laurentian division at Montreal, Que., succeeding **R. E. Farmer**, transferred.

M. S. Miller, acting engineer, maintenance of way, of the Reading at Philadelphia, Pa., has been appointed engineer, maintenance of way.

Thomas D. Saunders, engineering assistant of the Temiskaming & Northern Ontario, has been appointed chief engineer with headquarters at North Bay, Ont., succeeding **Sheldon B. Clement**, assigned to special duties.

Guy P. Palmer, engineer maintenance and construction of the Baltimore & Ohio Chicago Terminal, at Chicago, has been promoted to regional engineer, construction and maintenance, with the same headquarters.

L. G. Curtis, chief engineer of the Baltimore & Ohio Chicago Terminal, with headquarters at Chicago, has retired after more than 50 years of service. Mr. Curtis was born at Hamilton, Ohio, on November 28, 1874, and is a graduate of the Ohio State University. He entered railway service in 1892 as a rodman of the Columbus, Sandusky & Hocking (now the Pennsylvania), later resigning to enter other business. In 1899 he returned to railway service as an engineer in the maintenance of way de-

partment of the Baltimore & Ohio, with headquarters at Zanesville, Ohio. In 1900 he was appointed assistant engineer maintenance of way and two years later he was promoted to assistant division engineer at Chicago. In 1903 Mr. Curtis was advanced to division engineer, with the same headquarters, and in 1910 he was promoted to engineer maintenance of way, also at Chicago. In 1914 he was advanced to district engineer of the B. & O. C. T., and in 1918 he was promoted to assistant chief engineer of the B. & O., with headquarters at Baltimore, Md. In 1924 Mr. Curtis was advanced to the position he held at the time of his retirement.

I. C. Brewer, assistant engineer of the Chicago, Milwaukee, St. Paul & Pacific at LaCrosse, Wis., has been promoted to division engineer, with headquarters at Mason City, Iowa, succeeding **Walter Lakoski**, who has been transferred to LaCrosse. Mr. Lakoski relieves **E. W. Bolmgren**, who in turn has been transferred to Minneapolis, Minn., where he replaces **Art Daniels**, whose death on June 27 was reported in the *Railway Age* of July 7.

George R. Robinson, whose promotion to engineer of structures of the New York Central, with headquarters at Chicago was announced in the *Railway Age* of July 7, was born on March 5, 1896, at Lowell, Mass. He attended Worcester Polytechnic Institute and in August of 1917 entered railway service with the Cleveland, Cincinnati, Chicago & St. Louis as a designer, with headquarters at Cincinnati, Ohio. After serving as a captain in the Engineers' Corps of the U. S. Army in World War I, Mr. Robinson returned to his former position in 1920. In 1921 he was advanced to assistant engineer at Springfield, Ohio, serving in that capacity at various points on the road. In 1924 he went with the New York Central as assistant engineer, with headquarters as before at Cincinnati. He was promoted to assistant engineer of structures with the same headquarters in 1941, being transferred to Cleveland in 1943, and finally to Chicago in 1944, the position he held at the time of his recent appointment.

MECHANICAL

W. D. Quarles, master mechanic of the Richmond and Norfolk districts of the Atlantic Coast Line at Rocky Mount, N. C., has been appointed Diesel master mechanic for the system at Wilmington, N. C.

F. E. Edwards, assistant superintendent, electric equipment, of the New York Central at Harmon, N. Y., has been promoted to superintendent, electric equipment, with the same headquarters.

Otto Sturm, assistant master mechanic of the Delaware, Lackawanna & Western at Scranton, Pa., has been appointed master mechanic there with jurisdiction over the Scranton division, Bloomsburg branch, and Syracuse and Utica branches.

J. A. Parrish, general foreman of the Louisville & Nashville at Montgomery, Ala., has been promoted to master mechanic of the Louisville Terminals and Louisville division, with headquarters at Louisville, Ky., succeeding **C. L. Sengel**, who has been assigned to other duties. **W.**

E. Hunter, master mechanic, with headquarters at Covington, Ky., and DeCoursey, has retired after more than 40 years of service.

R. L. Turner, master mechanic of the Southern at Asheville, N. C., has been transferred to Atlanta, Ga., where he succeeds **H. G. Stubbs**, who has retired after 48 years of service. **F. E. Kimball**, general foreman at Asheville, has been promoted to master mechanic there succeeding Mr. Turner.

George Alexander Howard, supervisor, accident prevention, of the Western region of the Canadian National, has been appointed general supervisor of apprentice training for the system with headquarters at Montreal, Que., where he succeeds **Angus Hugh Williams**, who has retired on pension after more than 38 years of service. Mr. Howard was born in England on October 30, 1903, and came to Canada in 1914. He began his apprenticeship in the Canadian National's Fort Rouge shops, Winnipeg, Man., in 1920, and served as a machinist from 1926 to 1930. Early in 1931 he was appointed apprentice instructor at Fort Rouge, transferring to Transcona, Man., in 1936. He was promoted to supervisor of apprentices, Western region, in 1939, and in 1943 he was assigned to organize safety work on the Western region as supervisor, accident prevention, the position he held at the time of his recent appointment as general supervisor of apprentice training.

Mr. Williams was born at Goldensville, N. S., on June 29, 1880, and after serving for seven years with the Blue Nose Gold Mining Co., and working as a fitter and later a machinist of the Dominion Iron & Steel Co., successively, he joined the Canadian Northern (now the Canadian National) as a machinist at Winnipeg in 1907. There was then no coordinated system of apprentice training, and as Mr. Williams displayed an interest in the education of new boys, he was soon allowed several hours away from his job as machinist to help the apprentices. In 1916 he was appointed an apprentice instructor, and five years later he was promoted to supervisor of apprentices. In 1930 Mr. Williams moved to Montreal as general supervisor of apprentice training for the system, and was responsible for reorganizing the training plan and setting up a uniform system to cover eleven different trades. He remained in that post until his recent retirement.

PURCHASES AND STORES

M. Wells has been appointed tie, timber and steel agent of the Rapid City, Black Hills & Western at Dallas, Texas.

SPECIAL

J. Hugh Campbell, whose appointment as general publicity agent of the Canadian Pacific at Montreal, Que., was announced in the *Railway Age* of July 7, first joined the Canadian Pacific as press representative at Vancouver, B. C., in 1928, having previously served overseas in the first world war and acted as telegraph editor of the *Calgary (Alta.) Herald*. In 1929 he was named press representative at Winnipeg, Man., with jurisdiction over the western

lines, and in 1942 he was given leave to accept an appointment by the Canadian government to take charge of the Canadian Wartime Information Board at Washing-



J. Hugh Campbell

ton, D. C., the position he held at the time of his recent appointment as general publicity agent.

John Murray Gibbon, whose retirement as general publicity agent of the Canadian Pacific at Montreal, Que., was announced in the *Railway Age* of July 7, was born at Udewelle, Ceylon, in 1875, and is a graduate of Gordon's College, King's College, and Oxford (Christ Church). After serving on the editorial staffs of several magazines, he joined the Canadian Pacific in 1907 as supervisor of European press relations, and in 1913 he was appointed general publicity agent. The author of several novels and a compiler of musical and other anthologies, Mr. Gibbon also



John Murray Gibbon

wrote "Steel of Empire," an outline of the story of the Canadian Pacific and its place in the history of Canada, which was published in 1935.

OBITUARY

Charlton Messick, treasurer and assistant secretary of the St. Louis Southwestern, with headquarters at St. Louis, Mo., died in a hospital in that city on July 2. Mr. Messick was born at Louisville, Ky., on August 22, 1870, and received his higher education at the Smith Academy, St. Louis.

He entered railway service in November, 1888, in the accounting department of the St. Louis Southwestern, subsequently filling various positions in the passenger accounting and freight accounting departments until 1906 when he was promoted to freight and passenger accountant at St. Louis. In 1914 Mr. Messick was advanced to assistant general auditor, with the same headquarters, and four years later he was appointed acting treasurer during federal control of the railroads. In 1920 he returned to his former position, and in 1922 he was promoted to the positions he held at the time of his death.

F. W. D. Goddard, general agent of the Virginian at New York, died on July 2. He was 56 years old.

Marion Jay Parr, superintendent of the Central of Georgia's Savannah division at Savannah, Ga., until December, 1944, when he retired because of illness, died on June 18.

James A. Peabody, who retired in 1935 as engineer maintenance of way of the Chicago & North Western, with headquarters at Chicago, died at his home in that city on July 10. Mr. Peabody was born at Chicago on February 5, 1870, and commenced his railway career in June, 1888, as a rodman and instrumentman on the Baltimore & Ohio at Zanesville, Ohio. In 1892 he was appointed instrumentman on location, with headquarters at Pittsburgh, Pa., and in 1894 he left railway service to become chief draftsman of the Page Iron Works, Chicago. In 1898, he returned to railway service as a roadmaster on the North Western, in which position he served successively at Tracy, Minn., Ashland, Wis., and Milwaukee. In 1902, he was promoted to signal engineer with headquarters at Chicago, which position he held until 1931, when he was appointed to the position he held at the time of his retirement. In 1907 Mr. Peabody served as president of the Railway Signal Association, now the Signal Section of the A. A. R.

Charles M. Wynns, president of the Merchants Despatch Transportation Corp. and the Northern Refrigerator Line, Inc., with headquarters at Chicago, died at an Evanston (Ill.) hospital on July 9. Mr. Wynns was born at Ft. Worth, Tex., on November 22, 1886, and began his career in the traffic department of Armour & Co., at Ft. Worth, in 1905. After serving as chief clerk at Kansas City, Mo., and chief rate clerk at Chicago, he resigned from this company in 1913 to enter the employ of the Anaconda Copper Mining Co. at Chicago. A year later he became assistant to the traffic manager of the Fruit Dispatch Co. at New Orleans, La., which position he held until 1923, when he was appointed assistant general traffic manager of the United Fruit Co. and the Fruit Dispatch Co. In 1925 he was appointed general traffic manager of the Fruit Dispatch Co., New York, and in 1926 was elected vice-president of the Northern Refrigerator Car Company, Milwaukee, Wis. He held the latter position until 1929 when he was elected vice-president of the Northern Refrigerator Line, Inc. On April 22, 1941, he was elected to the positions he held at the time of his death.

REVENUES AND EXPENSES OF RAILWAYS

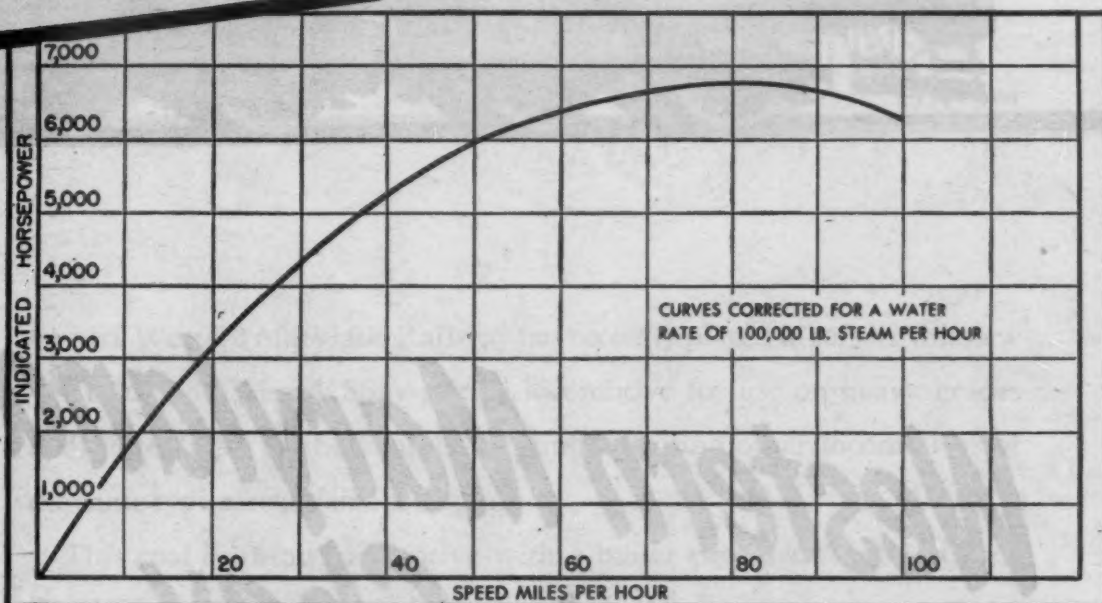
MONTH OF MAY AND FIVE MONTHS OF CALENDAR YEAR 1945

Name of road	Av. mileage operated during period	Operating revenues			Operating expenses			Operating ratio	Net from railway operation	Net railway operating income			
		Freight	Passenger (inc. misc.)	Total	Way and structures	Maintenance of Equip-	Traffic			Trans- portation	Total	Railway tax accruals	1945	1944
Akron, Canton & Youngstown.	May	171	\$376,820	\$133	\$394,106	\$86,937	\$38,898	\$18,237	\$117,995	\$282,428	\$39,156	\$46,849	\$77,296
	5 mos.	171	2,022,441	703	2,102,508	345,537	187,827	144,103	619,589	1,444,103	321,514	321,908	355,571
	May	959	2,279,386	699,562	3,337,011	464,363	509,888	68,656	1,125,187	2,294,023	429,243	426,722	450,410
	5 mos.	959	11,032,126	3,250,556	16,061,703	1,863,772	2,382,730	358,931	5,373,500	10,632,429	429,243	426,722	450,410
Atchison, Topeka & Santa Fe System	May	13,115	40,266,960	8,757,339	52,090,153	7,099,467	8,312,297	\$98,406	13,265,374	29,909,929	15,614,963	5,809,183	4,063,981
	5 mos.	13,115	171,942,878	42,244,933	226,435,324	31,033,804	37,262,991	3,134,059	61,640,136	136,311,899	66,988,194	24,453,043	20,233,442
	May	93	3,119,350	1,364,118	4,499,186	477,124	69,618	11,959	163,852	311,899	127,381	16,876	16,542
	5 mos.	93	1,453,633	642,374	2,313,426	254,596	320,034	54,390	840,177	1,564,284	462,158	156,853	161,370
Western of Alabama	May	133	272,571	139,964	447,773	70,232	65,676	11,233	151,712	316,114	94,751	36,867	52,784
	5 mos.	133	1,357,979	676,590	2,211,967	301,817	339,356	54,323	729,732	1,352,266	466,152	192,657	236,025
	May	639	662,422	239,516	901,938	127,366	119,145	30,828	284,932	576,868	111,078	34,926	30,988
	5 mos.	639	3,410,367	239,516	3,854,723	578,493	576,630	151,684	1,395,123	2,823,263	547,061	259,591	150,776
Atlantic Coast Line	May	4,935	8,449,580	3,150,158	12,453,276	2,014,786	2,305,427	206,763	4,030,053	8,958,596	2,300,000	650,784	1,412,197
	5 mos.	4,935	45,016,409	17,599,322	66,711,700	9,038,167	11,396,600	1,017,870	20,153,913	43,577,083	15,900,000	4,479,576	7,370,976
	May	343	332,888	81,743	362,590	64,016	70,874	10,856	123,992	276,168	35,000	45,699	90,229
	5 mos.	343	1,700,306	81,743	1,826,513	282,236	320,393	52,298	627,012	1,314,491	245,000	239,219	383,585
Baltimore & Ohio	May	6,130	68,655,194	4,601,701	34,937,333	4,650,126	6,546,029	554,765	11,198,033	24,074,208	5,806,238	4,307,128	4,061,413
	5 mos.	6,130	131,343,212	20,691,813	160,360,254	20,301,672	32,778,829	2,633,401	55,213,012	116,510,323	21,163,872	19,199,226	19,060,514
	May	29	371,278	139,194	521,247	59,837	33,585	1,305	161,691	280,639	91,058	119,678	108,610
	5 mos.	29	1,695,970	678,426	2,423,643	247,087	241,811	6,901	849,450	1,474,073	338,411	437,936	531,410
Bangor & Aroostook	May	602	526,799	66,916	630,366	169,265	122,439	5,581	194,484	525,327	76,140	63,110	111,127
	5 mos.	602	4,893,296	334,337	5,397,918	898,212	664,219	31,556	1,364,819	3,131,554	1,590,569	661,391	802,289
	May	214	2,047,026	1,862	2,065,006	162,347	776,988	13,634	386,793	1,379,930	337,526	501,534	804,155
	5 mos.	214	6,405,488	12,202	6,492,758	699,525	3,713,726	66,877	1,586,144	6,271,048	549,926	930,172	1,062,039
Boston & Maine	May	1,789	4,718,837	1,424,613	6,900,302	1,260,450	1,318,847	79,949	2,590,436	5,492,319	582,372	561,499	1,070,183
	5 mos.	1,789	25,124,514	7,334,346	35,677,209	5,917,029	6,647,937	452,182	13,482,714	27,732,632	3,260,194	3,005,908	3,807,604
	May	228	230,553	317,439	547,992	36,205	33,354	3,311	97,180	172,962	8,166	93,163	18,334
	5 mos.	228	854,118	345,797	1,279,536	139,233	124,104	19,608	424,061	780,047	38,061	271,915	199,130
Cambria & Indiana	May	35	124,540	124,608	124,608	13,780	50,317	561	16,352	87,505	79,919	48,003	53,138
	5 mos.	35	674,404	674,880	674,880	53,610	230,291	3,034	61,008	412,876	456,973	246,513	269,836
	May	234	4,591,388	68,896	3,633,630	64,829	74,473	164,335	164,335	321,725	21,869	131,716	131,716
	5 mos.	234	2,592,650	400,131	3,144,992	331,767	386,853	33,153	984,761	1,810,155	111,997	790,278	967,472
Canadian Pacific Lines in Vermont.	May	90	92,658	14,218	118,387	39,289	28,487	2,318	93,495	168,935	9,402	94,452	92,525
	5 mos.	90	431,730	83,732	575,883	168,368	157,019	12,110	522,498	884,468	51,257	549,451	456,766
	May	1,815	2,398,366	942,968	3,674,528	504,927	630,815	72,102	1,233,970	2,586,382	359,766	727,447	653,091
	5 mos.	1,815	11,845,193	3,653,135	17,179,853	2,334,957	3,057,523	360,571	6,507,345	12,983,521	1,220,580	2,520,091	2,414,447
Central of New Jersey	May	654	3,885,198	555,529	4,779,631	468,396	882,196	61,070	1,942,267	3,522,305	475,243	454,760	466,543
	5 mos.	654	20,399,980	2,860,565	25,012,640	2,424,650	4,472,295	295,462	10,157,694	18,218,809	2,879,735	2,722,070	1,771,906
	May	422	564,253	35,000	690,799	108,363	113,367	9,838	321,446	582,014	37,809	3,671	88,806
	5 mos.	422	2,815,732	355,000	3,443,964	539,360	621,925	48,842	1,709,017	3,065,471	132,885	44,203	314,966
Chesapeake & Ohio	May	3,077	16,369,999	1,542,800	18,632,102	2,480,359	4,574,373	257,367	5,331,014	13,179,296	3,321,007	2,695,544	2,740,994
	5 mos.	3,076	77,847,027	7,365,793	88,132,537	11,410,161	19,748,758	1,299,883	25,115,271	60,321,951	17,353,013	13,391,948	13,847,808
	May	912	2,050,668	690,094	2,797,144	477,221	72,998	72,998	931,052	1,921,665	573,900	275,377	363,688
	5 mos.	912	9,277,645	2,783,970	13,244,743	1,564,342	2,272,749	358,365	4,685,540	9,418,165	1,615,800	1,274,541	1,620,159
Chicago & Illinois Midland	May	131	530,901	211	558,769	76,531	97,059	21,659	135,126	359,299	103,464	99,306	88,853
	5 mos.	131	2,663,077	3,268	2,697,970	386,435	447,720	115,582	698,796	1,760,206	65,202	394,877	397,115
	May	8,065	10,141,014	3,199,168	14,800,042	1,994,884	2,767,578	223,639	4,910,852	10,354,733	2,802,328	2,002,495	2,006,000
	5 mos.	8,071	46,631,409	14,400,410	68,701,956	9,464,855	13,335,248	1,108,424	24,095,186	50,777,269	9,252,198	9,039,331	9,809,447
Chicago, Burlington & Quincy	May	8,986	17,447,313	3,018,676	22,167,331	3,788,319	2,979,351	304,351	5,069,524	12,712,322	6,666,163	2,641,413	2,088,029
	5 mos.	8,987	80,894,198	14,624,791	104,167,445	13,774,738	14,740,983	1,455,673	25,119,512	57,863,606	31,499,351	13,968,499	11,004,366
	May	1,500	2,216,405	229,741	2,636,851	369,444	369,089	65,582	918,050	1,776,050	443,545	260,821	288,483
	5 mos.	1,500	10,695,336	983,693	12,639,521	1,886,530	1,686,009	329,018	4,695,429	8,962,649	1,678,713	1,221,209	1,402,331
Chicago, Indianapolis & Louisville	May	541	928,916	46,141	1,037,833	131,339	194,274	32,682	326,213	725,011	88,348	180,342	266,857
	5 mos.	541	4,760,270	346,731	5,456,647	571,888	954,127	170,166	1,732,774	3,625,315	510,988	1,042,767	1,289,905

6552
INDICATED
HORSEPOWER

The Franklin System of Steam Distribution

applied to
The Pennsylvania Railroad's
T-1 Locomotives



Ralph P. Johnson, Chief Engineer of the Baldwin Locomotive Works says:

"The maximum indicated horsepower of the T-1 locomotive is 40 percent higher than that of any locomotive previously tested at Altoona. The graph shows the maximum indicated horsepower of the T-1 locomotive at various speeds, based on a steam supply of 100,000 pounds per hour."

From paper read before the New York Railroad Club on May 17, 1945.

FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK • CHICAGO

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL

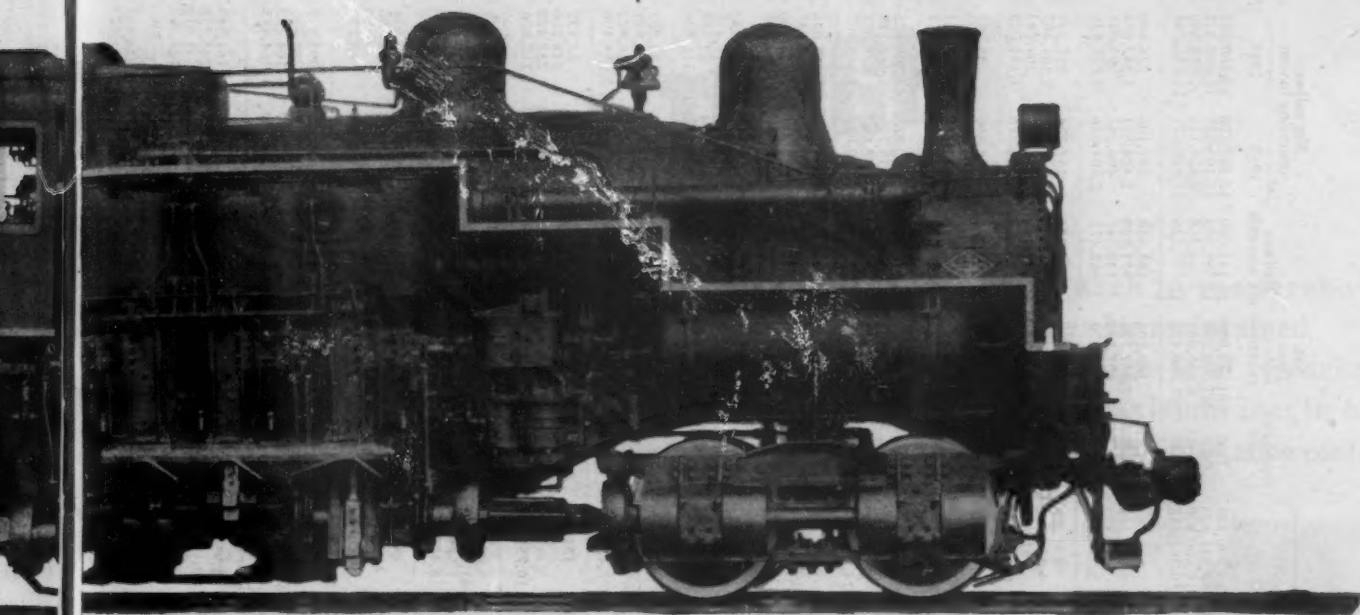




Western Maryland selects Shay

**...for service on
heavy grades**





THE Western Maryland Railway has recently placed in service this new Class 150-3 truck Shay-gear locomotive for use on heavy grades and switchbacks in the mountains, supplementing other locomotives of the same type already in operation.

This coal-burning locomotive with a boiler pressure of 200 pounds develops a tractive effort of 59,740 pounds.

An important feature in its construction is that the piston valve cylinders are mounted independently of the boiler, being supported on heavy girder frames.

In addition to its ability to haul heavy loads up stiff grades — operating on some as steep as 10% — this Shay also holds loads on down grades because of its gear drive. It is designed to take any curve on which standard cars can be operated.

It is particularly efficient as a switching locomotive, due to the rapidity with which it can accelerate with a load and its ability to spot cars in minimum time.

LIMA LOCOMOTIVE WORKS, INCORPORATED, LIMA, OHIO

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MAY AND FIVE MONTHS OF CALENDAR YEAR 1945

Name of road	Av. mileage operated during period	Operating revenues			Operating expenses			Operating ratio	Net from railway operation	Net railway operating income	
		Freight	Passenger (inc. misc.)	Total	Maintenance of way and structures	Equip-ment	Traffic			1945	1944
Chicago, Milwaukee, St. Paul & Pacific	May 10,722	\$14,605,224	\$2,849,824	\$19,455,048	\$3,198,668	\$3,198,034	\$3,022,260	76.0	\$4,675,084	\$2,141,000	\$2,553,278
	5 mos. 10,722	\$71,846,600	\$12,248,633	\$84,095,233	\$15,890,157	\$15,850,294	\$15,291,617	73.2	\$25,992,240	\$12,329,000	\$12,192,031
Chicago, Rock Island & Pacific	May 7,749	12,345,350	3,682,016	17,286,191	2,380,645	2,422,984	3,353,640	61.3	6,685,669	3,542,336	2,636,150
	5 mos. 7,749	59,608,411	16,506,049	82,142,774	10,475,743	11,595,867	17,500,610	61.3	31,780,426	17,677,226	11,636,071
Chicago, St. Paul, Minneapolis & Omaha	May 1,617	1,669,382	356,300	2,235,790	349,879	363,987	41,818	77.2	509,508	189,458	271,106
	5 mos. 1,617	8,012,338	1,692,317	11,489,943	1,558,563	1,638,557	204,672	76.2	2,637,787	974,589	1,424,571
Clinchfield	May 302	2,110,398	70,189	1,930,114	112,813	120,366	22,687	50.6	607,172	132,397	575,045
	5 mos. 302	6,001,408	50,293	6,095,904	475,447	576,142	113,147	49.8	3,061,870	663,475	2,504,036
Colorado & Southern	May 748	956,559	236,068	1,299,505	227,130	294,191	18,204	76.2	309,000	110,774	157,716
	5 mos. 748	4,553,370	1,313,988	6,389,423	892,181	1,092,680	89,006	67.8	2,060,294	786,347	1,025,932
Fort Worth & Denver City	May 804	886,652	409,228	1,404,376	342,827	203,635	28,175	70.4	415,383	175,493	201,443
	5 mos. 804	3,909,079	1,981,054	6,432,035	1,585,965	1,003,276	136,629	73.0	1,739,058	758,241	841,226
Colorado & Wyoming	May 42	65,154	114,000	14,299	20,543	29,191	732	73.1	30,659	16,781	12,989
	5 mos. 42	394,807	634,293	58,358	102,851	102,851	3,845	67.6	211,749	111,549	101,449
Columbus & Greenville	May 168	99,038	7,584	115,339	37,687	20,551	5,585	107.7	8,853	8,592	7,931
	5 mos. 168	621,519	40,355	704,877	165,266	99,860	23,171	84.3	110,322	78,500	41,673
Delaware & Hudson	May 846	3,422,822	161,735	3,709,242	539,553	1,033,595	48,518	83.6	609,789	74,863	450,885
	5 mos. 846	18,678,361	883,148	20,098,271	2,467,335	5,318,151	245,340	79.8	4,063,591	1,610,896	2,135,776
Delaware, Lackawanna & Western	May 973	4,912,965	899,445	6,449,667	811,071	1,092,281	116,947	75.8	1,558,375	683,000	688,092
	5 mos. 973	24,010,865	4,330,573	31,289,732	3,732,586	5,489,363	574,744	79.1	6,549,418	2,939,000	2,730,082
Denver & Rio Grande Western	May 2,386	6,290,758	868,316	7,433,224	599,101	1,148,395	104,615	52.8	3,508,563	2,034,901	1,411,739
	5 mos. 2,386	26,044,594	3,602,458	30,889,370	3,203,198	5,750,976	497,258	62.1	11,712,067	5,749,812	5,749,812
Denver & Salt Lake	May 232	237,651	6,584	255,423	50,540	57,901	3,301	82.1	85,792	30,162	63,106
	5 mos. 232	1,136,131	41,478	1,226,917	211,294	279,958	16,883	80.9	234,775	149,114	355,833
Detroit & Mackinac	May 230	61,422	7,697	76,771	29,016	15,084	826	102.4	—1,864	4,394	—9,597
	5 mos. 230	307,361	48,803	395,793	97,360	80,937	4,255	90.7	36,917	22,064	—854
Detroit & Toledo Shore Line	May 50	339,421	340,890	1,971,634	41,859	33,806	11,409	58.1	142,948	31,618	53,358
	5 mos. 50	1,963,466	1,971,634	17,522,200	175,220	147,549	52,229	48.2	1,020,743	399,592	298,291
Detroit, Toledo & Ironton	May 464	635,249	1,627	669,403	93,921	123,189	16,151	68.5	210,804	96,684	117,491
	5 mos. 464	4,089,930	7,020	4,234,348	474,109	605,189	77,155	78.9	1,859,841	831,557	1,025,401
Duluth, Missabe & Iron Range	May 546	4,827,764	4,237	5,992,411	401,437	573,858	5,589	36.5	3,608,947	1,105,322	2,503,708
	5 mos. 546	9,008,394	25,504	10,405,989	1,843,951	2,791,707	25,503	71.9	2,928,102	1,583,900	1,420,227
Duluth, Winnipeg & Pacific	May 175	220,000	2,500	226,300	53,903	30,768	2,401	80.3	44,601	20,447	19,401
	5 mos. 175	1,120,000	11,300	1,136,300	228,649	135,850	12,049	78.9	239,817	92,221	13,664
Elgin, Joliet & Eastern	May 392	2,122,560	259	15,560,089	1,590,356	3,884,079	86,765	69.1	4,804,618	413,452	387,270
	5 mos. 392	13,326,787	259	15,560,089	1,590,356	3,884,079	86,765	69.1	4,804,618	413,452	387,270
Erie	May 2,243	10,956,888	884,732	12,716,187	1,324,622	2,277,821	235,582	70.89	3,702,090	1,192,979	1,860,463
	5 mos. 2,243	53,650,901	4,334,059	61,934,965	6,066,940	11,387,281	1,195,897	74.15	16,009,777	5,521,790	6,840,705
Florida East Coast	May 682	1,239,562	1,081,104	2,539,108	319,590	309,424	55,831	62.4	953,466	434,018	402,637
	5 mos. 682	7,723,880	6,051,345	14,985,285	1,704,562	1,574,290	277,952	56.4	6,539,381	3,209,665	2,717,649
Georgia Railroad	May 328	623,250	141,113	809,715	98,452	130,658	23,196	71.9	227,705	32,786	190,497
	5 mos. 328	3,204,026	689,460	4,044,357	530,473	666,905	113,085	76.7	1,025,652	164,940	855,928
Georgia & Florida	May 408	170,691	5,196	183,116	49,076	68,798	10,770	89.5	110,744	34,772	1,105
	5 mos. 408	898,468	25,268	949,950	243,983	142,255	55,667	86.3	131,165	47,772	68,772
Grand Trunk Western	May 1,026	2,660,000	244,000	3,115,000	596,570	529,623	37,746	80.3	614,233	184,254	263,857
	5 mos. 1,026	13,047,000	1,463,000	15,475,000	2,373,551	2,636,595	187,108	78.1	3,389,934	1,043,977	2,127,050
Canadian National Lines in New England	May 172	250,800	9,000	285,000	63,015	25,079	2,272	81.3	53,148	21,189	21,897
	5 mos. 172	800,800	42,700	985,700	247,124	156,245	11,361	108.2	—81,257	105,945	—384,200
Great Northern	May 8,372	15,802,005	1,572,476	18,876,327	3,153,047	3,150,285	240,639	63.4	6,917,859	4,470,869	2,440,145
	5 mos. 8,372	64,634,464	7,283,150	77,745,135	13,738,828	16,231,152	1,192,010	72.2	21,598,716	13,912,928	8,149,600
Green Bay & Western	May 234	206,735	397	219,919	81,999	8,526	74,305	90.8	19,490	33,717	—11,818
	5 mos. 234	1,093,493	2,140	1,130,445	317,765	112,695	42,200	70.6	240,875	164,494	47,131
Gulf & Ship Island	May 259	334,449	42,333	303,471	59,303	31,421	2,995	65.9	103,567	19,110	66,305
	5 mos. 259	1,024,054	195,652	1,355,347	245,591	148,719	14,266	70.2	404,058	96,504	221,573

Table continued on next left-hand page

Railway Age—July 14, 1945

when the job is TOUGH

Hauling today's long trains at sustained high speeds calls for heavy fuel consumption — and fuel is a vital commodity.

To secure maximum power from every ton of coal burned, a com-

plete brick arch in the firebox should always be maintained.

When that arch is of Security arch brick, a maximum length of service and low maintenance costs are assured.



**HARBISON-WALKER
REFRACTORIES CO.**
Refractories Specialists



AMERICAN ARCH CO. INC.
60 East 42nd Street, New York 17, N. Y.
Locomotive Combustion Specialists

1945
July 14, 1945
Gulf & Ship Island
May
\$ mos.
259
234,449
1,024,054
42,333
195,652
303,471
1,355,347
245,591
31,421
148,719
2,995
14,206
495,830
100,220
199,904
951,289
65.9
70.2
103,567
404,058
19,110
96,304
229,718
66,305
—30,311
221,573

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MAY AND FIVE MONTHS OF CALENDAR YEAR 1945

Name of road	Av. mileage operated during period	Operating revenues			Operating expenses			Operating ratio	Net from railway operation	Net railway operating income		
		Freight	Passenger	Total	Maintenance of way and structures	Equipment	Traffic			Trans- portation	Total	Railway tax accruals	1945	1944
Gulf, Mobile & Ohio	1,942	\$3,385,657	\$208,673	\$3,594,330	\$518,137	\$531,390	\$86,773	58.7	\$1,535,113	\$898,866	\$457,238	\$381,373
Illinois Central	4,822	15,061,720	931,582	16,000,000	2,439,558	2,616,167	428,736	63.2	6,429,766	3,516,694	1,908,851	1,919,000
Illinois Central	4,823	14,842,229	2,641,655	17,483,884	2,678,672	3,327,130	219,950	65.7	6,429,766	3,888,746	2,025,702	2,658,742
Illinois Central	4,823	72,254,961	12,956,761	91,026,619	12,034,670	16,433,743	1,092,306	65.2	31,663,504	19,823,101	10,716,075	11,908,194
Yazoo & Mississippi Valley	1,524	3,241,674	295,007	3,536,681	521,160	361,502	37,598	53.7	1,707,378	948,093	585,388	231,958
Illinois Central System	1,524	13,778,181	1,636,376	15,414,557	2,261,128	2,488,132	186,248	53.7	8,486,066	2,484,700	2,323,503	1,831,443
Illinois Central System	6,347	18,083,903	2,936,662	21,020,565	3,199,832	3,688,632	257,548	63.7	8,156,533	4,844,001	2,618,003	2,894,612
Illinois Central System	6,347	85,634,142	14,593,137	100,227,279	14,638,198	18,071,901	1,281,133	64.3	38,149,565	23,498,631	13,066,184	13,764,202
Illinois Terminal	476	766,005	178,942	944,947	110,440	113,938	20,026	56.74	444,764	297,821	116,006	106,928
Kansas City Southern	890	3,362,443	277,984	3,640,427	481,246	467,646	65,113	54.7	1,739,299	875,000	620,643	464,410
Kansas City Southern	890	1,560,001	1,282,303	2,842,304	2,044,982	2,334,289	325,857	58.1	7,063,938	3,535,000	2,576,945	2,357,141
Kansas, Oklahoma & Gulf	328	416,585	1,627	421,282	60,052	29,557	10,576	49.5	212,778	97,808	89,005	89,483
Lake Superior & Ishpeming	328	1,819,420	9,199	1,828,619	241,063	133,600	49,475	48.5	950,144	425,441	408,367	409,942
Lake Superior & Ishpeming	156	272,807	132	272,939	39,200	27,345	6,49	43.1	189,948	89,666	109,960	188,228
Lake Superior & Ishpeming	156	684,742	653	685,395	153,697	170,431	3,427	72.3	227,234	185,137	89,818	31,295
Lehigh & Hudson River	96	225,187	—	225,187	44,457	41,859	5,762	74.0	58,616	16,978	24,714	23,940
Lehigh & New England	96	1,423,710	5	1,423,715	179,852	214,972	27,955	63.4	522,168	251,117	128,702	130,848
Lehigh & New England	190	322,502	.....	322,502	61,845	134,115	7,304	107.4	—24,327	6,505	323	123,511
Lehigh & New England	190	2,115,231	.....	2,115,231	2,135,866	650,333	39,613	83.2	358,226	183,470	289,758	537,859
Lehigh Valley	1,260	5,654,912	644,474	6,299,386	877,477	1,174,512	122,738	74.4	1,718,194	506,751	773,325	921,767
Louisiana & Arkansas	1,260	29,826,384	3,039,347	32,865,731	5,052,684	6,481,796	614,392	80.4	6,892,539	2,483,195	1,964,775	4,152,526
Louisiana & Arkansas	834	1,693,341	143,701	1,837,042	307,482	207,314	34,706	53.4	887,085	540,015	248,503	154,275
Louisiana & Arkansas	834	7,595,362	724,624	8,319,986	1,002,774	1,002,774	174,222	55.7	3,998,527	2,503,005	1,117,134	840,034
Louisville & Nashville	4,755	14,691,264	3,079,095	17,770,359	1,953,747	3,251,051	243,354	61.6	7,241,385	5,224,377	2,267,712	2,134,019
Louisville & Nashville	4,756	67,099,886	16,167,500	83,267,386	9,522,011	15,215,975	1,093,076	62.8	33,150,422	24,249,967	10,593,614	10,308,291
Maine Central	988	1,191,908	265,730	1,457,638	343,178	309,712	13,774	81.1	299,952	135,295	162,321	165,683
Maine Central	988	7,086,163	1,242,074	8,328,237	1,546,412	1,603,917	66,023	75.0	2,222,731	1,090,479	839,491	844,549
Midland Valley	334	161,466	31	161,497	39,011	13,809	2,431	70.3	48,573	12,930	23,766	17,242
Minneapolis & St. Louis	334	694,033	293	694,326	129,109	67,849	12,788	66.1	239,570	179,822	115,825	102,302
Minneapolis & St. Louis	1,408	1,230,112	38,331	1,268,443	262,386	224,386	64,003	75.2	326,613	189,079	171,118	171,118
Minneapolis & St. Louis	1,408	5,941,192	171,475	6,112,667	1,147,725	1,008,247	324,610	74.6	1,614,395	911,587	765,914	724,472
Minneapolis, St. Paul & Sault Ste. Marie	3,224	2,113,890	135,193	2,249,083	429,218	333,400	40,839	72.6	660,868	276,048	425,550	593,521
Duluth, South Shore & Atlantic	3,224	7,055,705	698,701	7,754,406	1,755,328	1,833,453	197,196	88.5	1,048,258	825,761	522,710	2,953,569
Duluth, South Shore & Atlantic	550	315,063	17,120	332,183	77,762	64,917	11,464	84.5	55,482	21,743	32,200	25,057
Duluth, South Shore & Atlantic	550	1,519,111	98,991	1,618,102	315,829	305,544	55,941	81.6	319,015	82,366	224,227	317,354
Spokane International	152	185,299	4,030	189,329	40,222	15,555	3,305	56.0	86,939	54,165	19,259	31,265
Mississippi Central	152	883,646	22,942	906,588	207,329	174,570	16,377	58.0	401,646	228,941	115,738	103,219
Mississippi Central	158	145,200	2,348	147,548	44,168	31,833	9,343	77.4	34,214	9,598	12,111	37,601
Mississippi Central	158	786,720	14,062	800,782	174,428	161,843	46,154	66.7	273,599	97,149	117,306	171,278
Missouri & Arkansas	365	183,688	1,970	185,658	79,159	36,111	7,789	117.1	—32,913	8,657	—82,695	35,585
Missouri & Arkansas	365	994,896	10,416	1,005,312	331,855	122,603	39,330	93.3	70,452	41,290	—125,556	88,715
Missouri-Illinois	172	306,880	507	307,387	43,681	40,114	4,807	52.1	147,907	103,458	39,743	17,947
Missouri-Illinois	172	1,404,592	2,376	1,406,968	198,169	191,864	22,747	54.7	639,557	441,042	186,054	148,780
Missouri-Kansas-Texas Lines	3,253	3,666,155	1,010,277	4,676,432	752,077	895,140	152,535	65.7	2,720,743	1,795,280	448,964	461,160
Missouri-Kansas-Texas Lines	3,253	29,563,978	4,799,690	34,363,668	4,032,554	5,340,037	715,818	66.9	12,327,907	7,100,955	3,240,491	2,580,524
Missouri Pacific	7,082	15,412,108	2,434,910	17,847,018	2,440,951	3,327,644	5,681,241	61.1	7,330,562	3,987,888	2,720,041	2,580,524
Missouri Pacific	7,082	73,814,903	13,945,756	87,760,639	10,609,999	13,649,042	1,320,900	58.4	39,408,283	21,844,538	14,147,164	13,744,350
Gulf Coast Lines	1,734	3,929,841	291,902	4,221,743	628,628	385,644	59,150	50.8	2,160,724	1,072,158	632,639	670,097
Gulf Coast Lines	1,734	19,205,847	2,482,057	21,687,904	3,108,862	1,834,153	280,981	49.5	10,853,935	6,268,122	3,494,326	3,494,326
International Great Northern	1,110	1,885,520	486,371	2,371,891	433,616	374,576	37,810	68.9	816,553	287,551	314,898	249,582
International Great Northern	1,110	8,911,516	2,224,488	11,136,004	2,270,748	1,729,781	186,280	71.1	3,571,581	1,199,405	1,524,813	1,444,629
Monongahela	170	442,247	1,948	444,195	72,987	55,202	615	58.1	187,828	92,100	398	132,642
Monongahela	170	2,416,173	10,841	2,427,014	339,148	234,223	3,277	53.3	1,141,373	461,197	240,731	134,718

Table continued on next left-hand page

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REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MAY AND FIVE MONTHS OF CALENDAR YEAR 1945

Name of road	Av. mileage operated during period	Operating revenues			Operating expenses			Operating ratio	Net from railway operation	Net railway operating income		
		Freight	Passenger	Total (inc. misc.)	Maintenance of way and structures	Equipment	Traffic			Transportation	Total	Railway tax accruals	1945	1944
Montour	51	\$276,554	.....	\$276,547	\$18,505	\$63,384	\$1,086	59.7	\$111,444	\$73,158	\$78,584	\$77,493
5 mos.	51	1,108,907	.....	1,115,248	82,771	287,143	5,187	70.7	326,808	254,201	253,871	304,239
Nashville, Chattanooga & St. Louis	1,071	2,817,671	\$485,479	3,303,150	575,082	677,631	86,724	71.1	1,031,520	804,565	215,815	211,649
5 mos.	1,071	13,649,440	2,434,954	17,335,654	2,481,350	3,371,813	427,606	70.0	5,196,265	2,865,999	2,250,114	2,132,931
New York Central	10,749	40,248,878	14,125,033	60,178,079	8,215,739	11,469,760	747,979	74.5	15,324,402	27,615,555	5,999,066	5,888,176
5 mos.	10,749	189,741,557	65,298,613	282,594,093	41,373,944	55,158,635	3,718,956	78.5	60,772,749	28,950,488	22,461,601	26,342,167
Pittsburgh & Lake Erie	229	2,857,539	998,719	3,856,258	341,575	583,531	45,199	80.3	603,649	576,101	1,957,936	2,110,808
5 mos.	229	12,623,166	511,635	13,651,513	1,636,539	4,704,477	221,931	86.9	1,788,943	2,447,801	1,957,936	2,110,808
New York, Chicago & St. Louis	1,687	7,831,124	232,323	8,063,447	1,076,014	1,418,073	135,757	66.5	2,762,278	392,821	1,973,768	934,194
5 mos.	1,687	39,060,924	1,213,635	40,274,559	4,932,468	6,713,564	702,621	64.2	14,714,766	4,915,198	7,583,569	4,698,452
New York, New Haven & Hartford	1,838	7,618,092	6,358,347	13,976,439	2,018,997	2,458,252	160,449	69.8	4,581,470	1,800,000	1,780,935	2,652,244
5 mos.	1,838	38,438,474	30,013,242	68,451,716	8,878,431	11,895,675	758,401	70.1	22,221,905	8,510,000	8,010,066	10,379,063
New York Connecting	21	240,475	.....	240,475	46,843	13,089	.....	44.7	147,934	95,315	181,916	113,076
5 mos.	21	1,053,493	.....	1,053,493	247,640	81,324	.....	55.1	529,544	458,521	747,828	604,019
New York, Ontario & Western	548	678,878	9,502	688,380	89,288	132,311	22,722	107.6	30,378	41,360	59,462	4,493
5 mos.	548	2,993,807	27,392	3,021,199	477,909	739,277	112,771	107.6	256,902	210,188	797,604	204,099
New York, Susquehanna & Western	120	372,573	39,829	412,402	44,399	36,575	5,707	54.1	196,791	56,920	74,006	59,024
5 mos.	120	1,822,223	197,688	2,019,911	2,086,304	175,267	26,042	60.0	835,450	266,208	277,622	391,618
Norfolk & Western	2,161	11,871,064	1,075,069	12,946,133	1,498,526	2,582,560	174,300	57.0	5,725,189	4,281,707	2,146,790	2,225,808
5 mos.	2,157	60,012,992	5,372,810	65,385,802	7,310,426	12,956,972	873,966	56.9	29,016,980	22,081,105	10,725,318	10,734,220
Norfolk Southern	227	613,174	21,094	634,268	155,784	82,815	32,032	80.4	129,415	47,378	51,434	39,403
5 mos.	227	3,000,634	115,482	3,116,116	772,969	407,640	154,208	81.2	607,660	227,690	237,348	238,132
Northern Pacific	6,873	10,609,492	1,542,993	12,152,485	2,377,525	2,583,254	192,465	72.1	3,690,700	2,108,797	1,927,435	1,858,451
5 mos.	6,868	46,587,064	7,414,177	54,001,241	9,842,466	12,956,415	948,210	76.9	13,638,278	8,050,486	7,852,106	8,611,101
Northwestern Pacific	331	504,234	18,548	522,782	168,805	88,777	3,368	74.7	139,642	26,677	82,807	61,320
5 mos.	331	2,348,747	88,397	2,437,144	855,591	297,544	14,046	81.3	647,359	132,140	223,509	172,280
Oklahoma City-Ada-Atoka	132	118,366	214	118,580	12,218	958	1,206	50.2	59,457	24,023	21,684	43,887
5 mos.	132	566,214	1,354	567,568	112,911	23,385	6,099	53.0	269,592	105,137	92,850	147,566
Pennsylvania	10,112	58,415,361	20,723,007	79,138,368	9,751,832	15,808,555	1,099,272	74.1	22,262,191	11,190,724	9,635,081	9,539,224
5 mos.	10,112	276,846,359	101,178,955	378,025,314	46,479,700	76,310,348	5,159,858	75.3	94,595,162	46,902,438	42,463,329	42,662,392
Long Island	376	5,957,172	10,440,273	16,407,445	2,460,212	2,613,744	73,379	79.5	3,568,911	1,684,006	495,966	57,709
Pennsylvania-Reading Seashore Lines	392	496,825	398,512	895,337	164,487	108,287	7,222	81.2	176,763	106,106	52,827	13,672
5 mos.	392	2,412,031	1,600,982	4,013,013	753,781	546,087	36,308	90.4	400,816	458,938	607,474	650,165
Pere Marquette	1,949	4,615,374	264,666	4,880,040	855,480	901,627	82,873	73.9	1,335,098	413,949	787,285	398,377
5 mos.	1,949	21,830,502	1,311,148	23,141,650	3,883,772	4,376,199	406,502	75.6	5,881,131	2,037,922	3,396,602	1,918,147
Pittsburgh & Shawmut	97	126,583	.....	126,583	27,859	21,137	1,598	73.6	33,644	3,975	26,076	16,768
5 mos.	97	500,061	.....	500,061	122,390	111,778	9,105	76.4	140,407	31,793	104,790	132,517
Pittsburgh & West Virginia	136	631,627	44	631,671	101,995	105,565	24,779	64.8	238,213	57,548	187,684	141,005
5 mos.	136	3,309,867	44	3,309,911	462,985	537,601	123,309	61.9	1,295,364	357,058	1,037,181	696,969
Pittsburgh, Shawmut & Northern	190	95,976	.....	95,976	20,938	15,542	1,045	87.6	12,038	5,897	395	7,824
5 mos.	190	481,243	.....	481,243	104,901	95,037	8,530	94.1	32,426	32,420	37,488	32,196
Reading	1,367	40,942,275	858,000	41,800,275	5,861,840	10,121,133	437,570	72.3	13,147,159	7,151,219	5,608,243	6,386,542
5 mos.	1,367	209,422,275	4,452,020	213,874,295	28,539,115	44,739,999	1,133,705	101.0	21,176	135,057	167,165	19,759
Richmond, Fredericksburg & Potomac	118	1,648,866	1,074,506	2,723,372	259,322	382,241	13,327	53.1	1,414,579	1,071,948	202,474	263,739
5 mos.	118	8,097,648	5,681,135	13,778,783	1,267,691	1,710,838	73,365	51.9	7,259,103	5,509,675	962,838	1,452,149
Rutland	407	3,381,816	49,500	3,431,316	64,501	85,905	12,039	85.3	69,785	42,119	48,964	45,944
5 mos.	407	1,398,713	285,539	1,684,252	333,171	447,399	63,231	101.0	21,176	135,057	167,165	19,759
St. Louis-San Francisco	4,645	7,626,289	1,777,396	9,403,685	1,274,382	1,735,372	176,023	66.1	3,445,976	1,861,863	1,519,605	1,210,202
5 mos.	4,646	35,826,437	8,650,207	44,476,644	6,156,131	8,412,428	862,241	67.4	15,776,586	8,443,730	7,417,146	6,385,888
St. Louis, San Francisco & Texas	160	288,405	33,890	322,295	35,077	32,984	11,745	64.7	17,880	32,217	17,166	33,890
5 mos.	160	1,352,321	195,565	1,547,886	168,446	164,943	58,749	62.0	606,358	298,752	166,605	195,726

Table continued on second left-hand page

Railway Age—July 14, 1945



Which one is the freight locomotive?

BOTH are! And both are passenger locomotives, too. They're actually *interchangeable*.

This is important to the railroads because, until recently, freight and passenger locomotives were built differently—one primarily for *hauling power*, the other mainly for *speed*.

Today, however, out of American Locomotive's hundred years' experience have come locomotives that are truly multipurpose. Like the "Niagara" locomotives shown above, latest result of close co-operation between The New York Central and American Locomotive designers, these locomotives can haul fast freights one day and crack passenger trains the next. Moreover, they may be steam or diesel-electric or any modification of either type. It doesn't matter

whether they are powered by coal or oil—the important thing is economy of performance.

This development helps reduce the number of locomotives a railroad must buy and maintain to do its job. And that's important. For it is out of *savings* that a railroad gets the money to make improvements in service.

This is just one of many developments that will contribute to finer postwar railroad service. And it is significant that it comes from the Company that built the world's largest steam locomotive, had a share in giving America its first diesel-electric locomotive, and has supplied an important share of the locomotives now being used for war purposes by the United Nations.

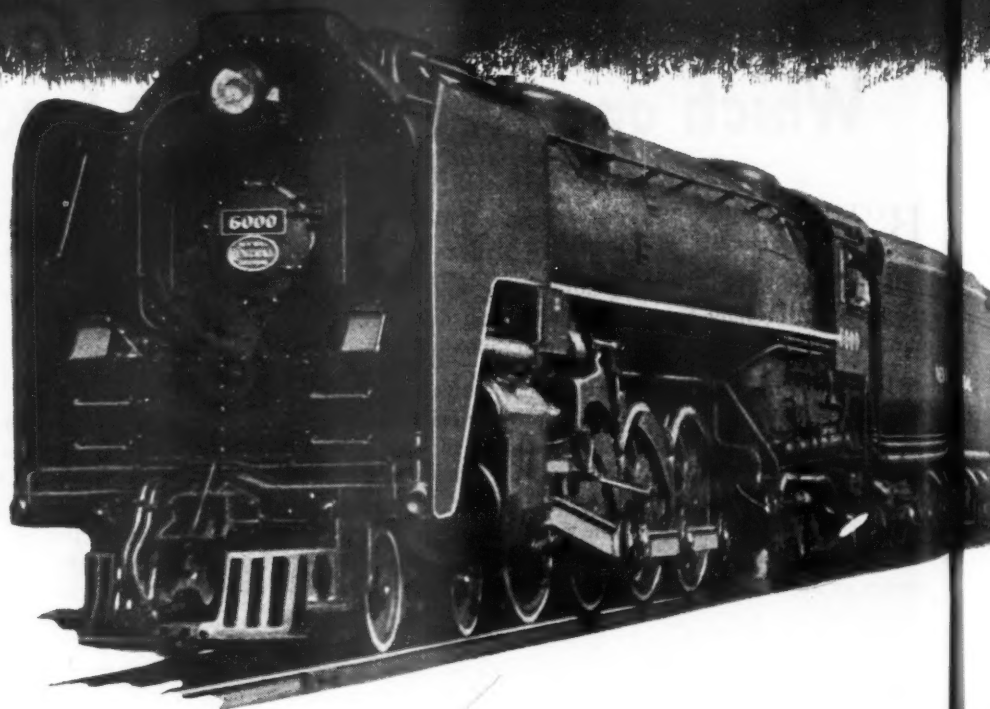
Right for both jobs because it's built for both jobs



THE trains you see on these two pages are being pulled by the New York Central's new dual-purpose locomotive, the "Niagara."

Built by the American Locomotive Company, in close co-operation with the New York Central, it is designed to pull the Central's fast passenger liners and also

meet the demands for high speeds in hauling freight. Locomotives that possess the interchangeability of the "Niagara" promise many benefits. They can help reduce the expense many railroads have had to bear in buying, operating and maintaining powerful locomotives for heavy freight hauls and faster, less powerful locomotives for lighter passenger runs.





They can provide a new kind of operating efficiency by building up extra power needed for tough jobs, and conserving power on the easier tasks.

And, perhaps most important of all, they can open new roads to undreamed-of economies—savings that will be shared by thousands.

American Locomotive



THE MARK OF MODERN LOCOMOTION

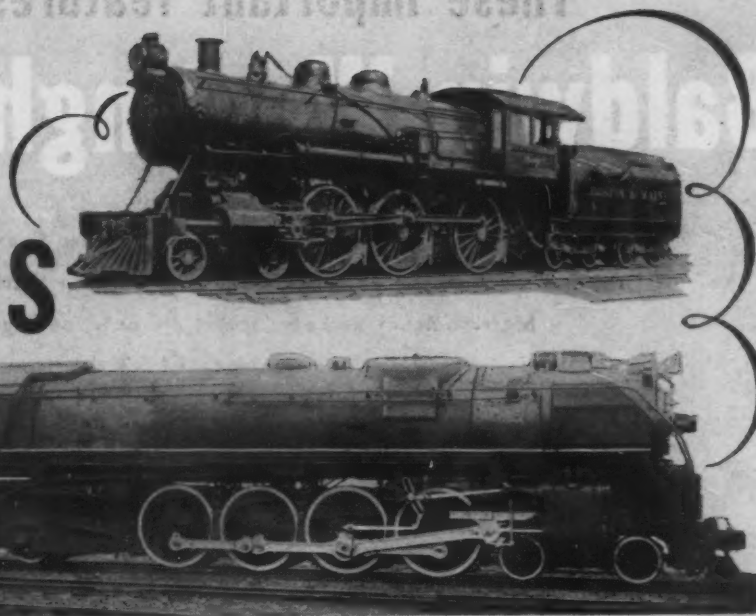


REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MAY AND FIVE MONTHS OF CALENDAR YEAR 1945

Name of road	Av. mileage operated during period	Operating revenues			Maintenance of way and structures			Operating expenses			Operating ratio	Net from railway operation	Railway tax accruals		New railway operating income	
		Freight	Passenger	Total (inc. misc.)	Way and structures	Equip-ment	Traffic	Trans-portion	Total	1945			1944	1945	1944	
St. Louis Southwestern Lines	May	\$6,168,796	\$317,077	\$6,485,873	\$683,799	\$626,624	\$108,944	\$1,449,145	\$3,007,268	44.9	\$3,685,231	\$2,360,349	\$1,002,706	\$850,138		
5 mos.		29,651,566	1,410,198	31,061,764	3,088,319	3,144,170	526,002	6,987,892	14,441,929	45.2	17,512,614	11,219,634	4,803,808	3,890,577		
May		7,843,153	2,875,595	10,718,748	1,701,186	2,057,310	267,310	3,714,471	8,242,516	71.7	3,242,516	1,470,000	1,409,274	1,927,067		
5 mos.		39,641,671	16,170,932	55,812,603	7,858,184	9,707,057	1,256,840	18,173,916	39,410,007	66.1	20,254,447	9,690,000	8,235,701	9,836,080		
Southern Railway	May	16,719,444	4,705,975	21,425,419	2,750,574	3,644,939	273,120	6,267,943	13,614,142	59.7	9,206,987	6,069,796	2,829,287	2,881,765		
5 mos.		81,629,259	25,681,494	107,310,753	13,328,983	17,832,312	1,324,531	31,694,727	67,546,864	59.2	46,547,012	30,703,634	14,120,169	13,910,585		
May		1,255,255	336,398	1,591,653	199,057	334,760	26,246	580,331	1,193,768	70.1	509,095	309,567	100,023	176,020		
5 mos.		6,584,874	2,164,221	8,749,095	984,829	1,604,810	138,339	2,762,978	5,811,337	61.9	3,583,380	2,477,402	780,605	885,052		
Cincinnati, New Orleans & Texas Pacific	May	2,493,297	551,529	3,044,826	332,078	658,598	40,198	899,356	2,016,891	62.6	1,202,906	848,691	390,321	412,529		
5 mos.		11,245,334	2,920,758	14,166,092	1,627,387	3,300,538	212,191	3,995,017	9,608,450	63.8	5,443,650	3,863,854	1,920,822	2,137,013		
May		31,787,845	9,394,084	41,181,929	1,704,863	2,116,375	1,212	3,651,117	8,888,888	63.4	3,746,957	2,388,823	63,142	63,198		
5 mos.		1,384,776	1,190,974	2,575,750	354,324	389,022	13,842	868,921	1,719,559	60.2	1,139,071	620,406	341,656	293,775		
New Orleans & Northeastern	May	795,330	158,488	953,818	135,311	125,544	14,658	287,862	599,468	59.6	406,309	222,038	93,947	98,886		
5 mos.		4,132,528	1,055,392	5,187,920	670,407	626,531	70,715	1,335,239	2,914,377	53.3	2,553,679	1,601,705	558,478	452,517		
May		31,787,845	9,394,084	41,181,929	1,704,863	2,116,375	1,212	3,651,117	8,888,888	63.4	3,746,957	2,388,823	63,142	63,198		
5 mos.		144,864,447	41,479,328	186,343,775	28,048,273	38,226,442	3,319,771	64,055,089	144,313,445	70.7	59,675,144	37,262,008	15,243,358	15,928,612		
Texas & New Orleans	May	8,667,145	2,107,546	10,774,691	1,378,101	1,319,485	163,294	3,187,670	6,420,208	56.2	5,005,243	2,796,096	1,542,200	1,569,413		
5 mos.		40,662,383	9,908,819	50,571,202	7,270,165	7,033,067	797,014	14,690,990	31,659,183	58.9	22,109,001	13,292,807	6,039,891	7,443,809		
May		2,221,789	178,983	2,400,772	646,343	205,882	14,175	618,679	1,549,301	61.5	970,310	394,884	526,529	414,488		
5 mos.		9,664,535	796,315	10,460,850	2,852,271	1,072,738	72,254	3,141,299	7,463,280	67.6	3,583,299	1,308,642	1,509,307	1,079,079		
Tennessee Central	May	280,220	26,646	306,866	63,229	59,087	7,036	118,449	262,877	80.6	63,456	41,283	8,000	19,916		
5 mos.		1,456,562	173,563	1,630,125	329,523	308,103	34,601	606,697	1,353,856	78.3	376,095	137,619	158,798	210,453		
May		4,759,052	1,627,676	6,386,728	843,607	849,145	116,155	1,667,508	3,754,551	54.0	3,194,973	2,215,480	786,306	601,771		
5 mos.		23,264,483	7,337,724	30,602,207	4,349,000	4,389,191	564,333	8,059,233	18,700,501	56.0	14,689,827	10,211,642	3,453,897	2,833,529		
Texas Mexican	May	204,566	513	205,079	45,019	17,167	4,496	49,435	125,792	55.6	100,557	20,580	67,044	92,028		
5 mos.		773,314	3,763	777,077	290,813	86,584	20,873	226,219	672,238	77.6	193,572	106,209	45,743	334,380		
May		451,774	12	451,786	45,594	29,745	25,246	94,704	209,870	46.0	24,432	19,038	198,390	206,375		
5 mos.		2,085,820	51	2,103,680	208,327	130,817	124,136	470,741	1,004,884	47.8	1,098,796	91,465	883,008	1,043,162		
Union Pacific System	May	34,120,480	7,964,482	42,084,962	5,550,750	7,820,567	604,068	11,899,110	27,707,171	61.2	17,584,508	12,461,389	4,068,047	3,391,666		
5 mos.		153,287,670	35,306,729	188,594,299	25,345,003	39,229,395	2,980,506	57,076,957	133,773,621	65.3	70,962,255	51,251,389	15,363,199	14,311,713		
May		103,923	.....	103,923	11,863	38,697	346	32,253	92,639	89.1	11,295	11,401	8,989	7,996	
5 mos.		545,625	.....	545,625	73,073	187,481	2,689	164,540	450,051	82.5	95,743	68,804	61,741	57,682	
Virginian	May	2,709,694	8,494	2,718,188	279,243	703,911	27,917	563,614	1,632,909	57.9	1,185,305	261,700	1,026,998	608,474		
5 mos.		12,720,837	40,850	12,761,687	1,362,975	3,383,611	134,545	2,829,169	8,006,831	60.5	5,217,682	2,159,700	3,724,234	3,070,228		
May		2,336,377	856,390	3,192,767	1,133,780	1,068,533	196,806	2,689,466	3,352,842	60.7	3,466,998	2,214,304	805,884	703,880		
5 mos.		35,277,902	41,117,564	76,395,466	4,910,964	5,221,678	908,507	12,977,309	25,227,839	60.4	16,512,843	10,309,369	4,224,674	3,834,687		
Western Maryland	May	2,434,934	42,182	2,477,116	306,552	451,487	16,853	208,860	404,748	72.4	154,458	67,032	83,776	62,845		
5 mos.		12,720,837	40,850	12,761,687	1,362,975	3,383,611	134,545	2,829,169	8,006,831	60.5	5,217,682	2,159,700	3,724,234	3,070,228		
May		2,336,377	856,390	3,192,767	1,133,780	1,068,533	196,806	2,689,466	3,352,842	60.7	3,466,998	2,214,304	805,884	703,880		
5 mos.		35,277,902	41,117,564	76,395,466	4,910,964	5,221,678	908,507	12,977,309	25,227,839	60.4	16,512,843	10,309,369	4,224,674	3,834,687		
Western Pacific	May	4,419,772	751,005	5,170,777	718,973	732,259	94,989	1,437,361	3,486,724	65.5	1,839,846	1,102,000	534,216	616,593		
5 mos.		20,595,736	2,900,658	23,496,394	3,138,240	3,421,109	461,143	6,664,685	14,851,916	61.4	9,349,723	5,719,037	2,726,460	2,511,884		
May		2,336,187	Dr. 22	2,336,187	259,795	407,275	42,301	667,546	1,430,503	59.0	994,160	855,665	320,460	298,004		
5 mos.		11,469,467	.....	11,469,467	1,063,680	1,998,802	213,957	3,307,258	6,840,828	57.9	4,981,219	4,345,104	1,550,744	1,316,767	
Wisconsin Central	May	1,619,098	71,459	1,690,557	211,783	269,099	43,481	683,451	1,280,675	69.2	570,106	298,719	254,558	486,582		
5 mos.		7,440,512	334,828	7,775,340	1,006,673	1,422,950	205,777	3,490,590	6,463,382	76.2	2,024,281	828,164	1,110,546	1,589,446		

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VITAL parts of HUNT-SPILLER GUN IRON have maintained the power and efficiency of Boston and Maine locomotives from the era of the "old timer" pictured above to that of the 4100's, representing the newer power of that progressive road.

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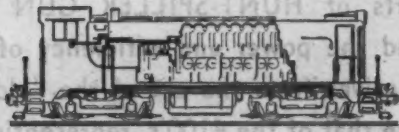
Dunbar Sectional Type Packing
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for Cylinders and Valves
(Duplex Springs for Above
Sectional Packing)
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Valve Rings, All Shapes

Baldwin-Westinghouse Diesel.

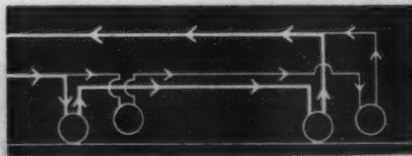
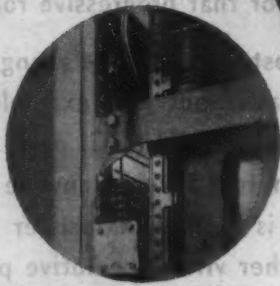
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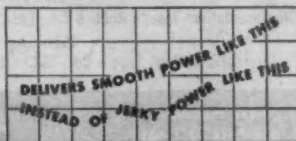


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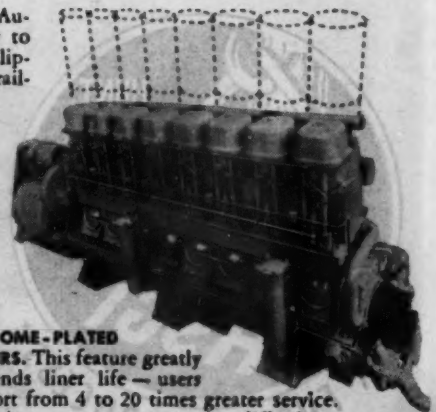


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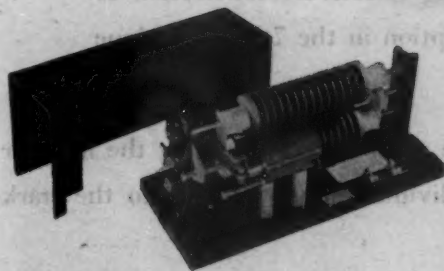


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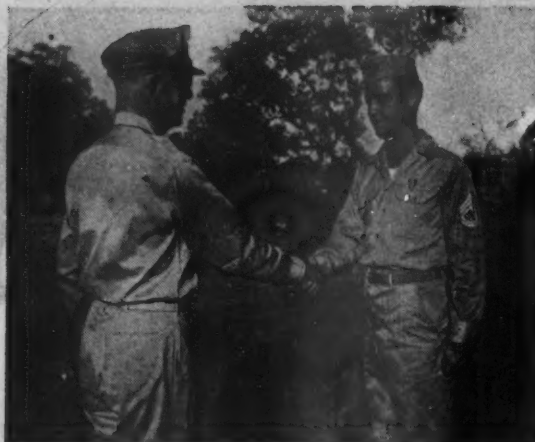


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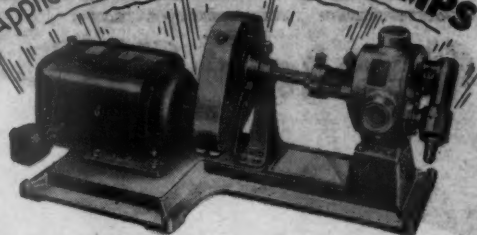
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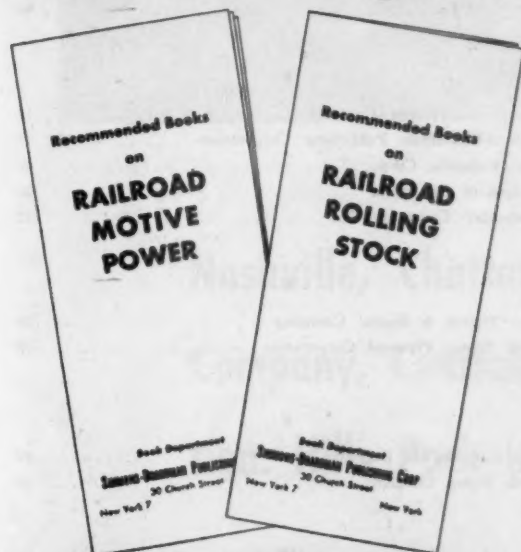
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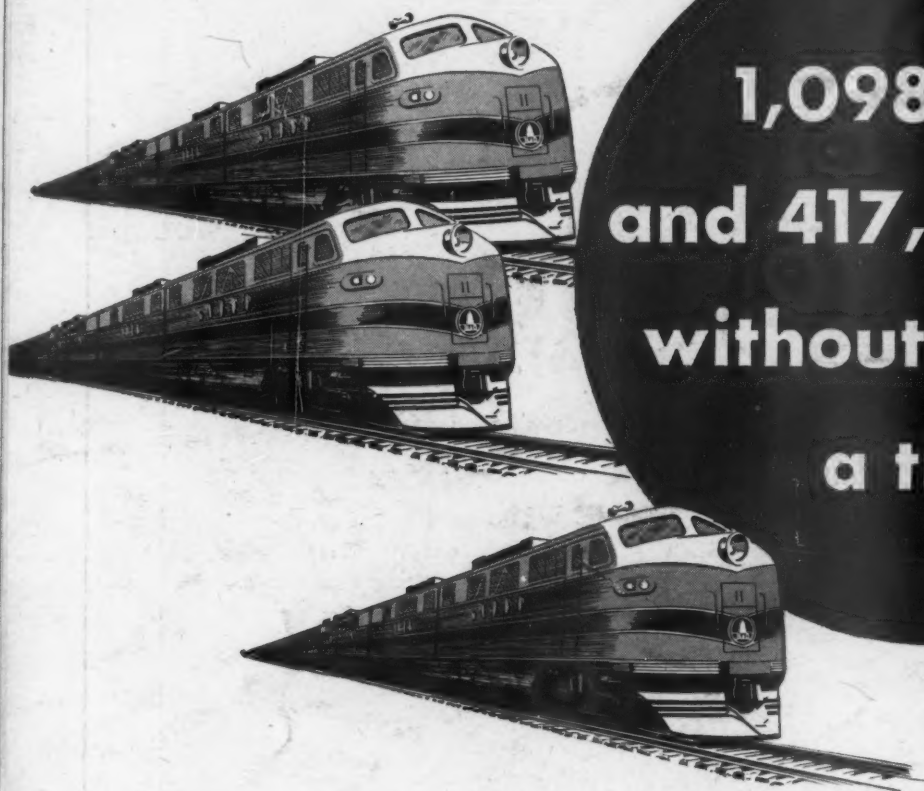


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without missing
a trip!**

ON January 20, 1945, three General Motors Diesel freight locomotives completed one year (366 days) of continuous service between Cumberland, Md., and Washington, Ind., on the B&O.

Here is what happened!

Their total assigned mileage for the year was 415,776 locomotive miles; they turned in 417,516 miles **WITHOUT MISSING A TRIP.**

In fact, they continued this record into March 4, 1945, when spring floods made it

impossible to maintain regular service past Cincinnati.

Hats off to the supervisors and workmen to whose care was entrusted the proper maintenance of these locomotives so that they might deliver all the stamina, performance and economy that is built into them!

Conviction grows, as experience proves, that you can ask almost anything of a General Motors locomotive — and it will come through with flying colors.

**ON TO FINAL VICTORY
BUY MORE WAR BONDS**



When a General Motors locomotive is properly maintained, it should deliver close to 100% availability, on an assigned miles basis, barring unforeseeable accidents — running repairs, and readily accessible standard parts, meeting most contingencies.

YOUTHFUL IN STAYING POWER • VETERANS FOR PERFORMANCE

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION

LA GRANGE, ILL.